Administrative Report
on the
Railways in India
for the
Years 1910 & 1911

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OF THE
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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar year 1910

BY

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THE RAILWAY BOARD.

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

CALENDAR YEAR 1910.

Mileage.

During the year 1910 there were 602 miles of line opened to traffic, bringing the total mileage open, after allowing for minor corrections of mileage due to realignments, remeasurements, etc., up to 32,099 miles of the following gauges:— **App. 1.**

16,701	of	5′ 6″	gauge	(standard).
13,530	„	3′ 3⅜″	„	(metre).
1,436	„	2′ 6″	„	(special).
432	„	2′ 0″	„	
32,099				

There were 350 miles of line sanctioned during the year, *viz.*:—

51	of	5′ 6″	gauge	(standard).
233	„	3′ 3⅜″	„	(metre).
66	„	2′ 6″	„	(special).
350				

Up to the end of March 1911 the mileages were—

Lines open	32,399
Lines under construction or sanctioned for construction ...	2,765

Capital.

2. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement on all open lines amounted, at the close of the calendar year 1910, to Rs. 43,904·73 lakhs, and that on lines under construction to Rs. 720·24 lakhs. In addition Rs. 124·20 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 44,749·17 lakhs, as detailed in Appendix 2. **App. 2.**

3. All sanctions for expenditure are given with reference to the official year, and the sum of Rs. 1,425 lakhs (£9,500,000) has been provided for 1911-12 divided as under:—

	Rs. Lakhs.
(*a*) For open lines, including Rs. 454 lakhs for rolling-stock ...	953·61
(*b*) For lines already under construction—	
(*i*) begun prior to 1910-11	290·63
(*ii*) begun during 1910-11	66·76
(*c*) For lines to be begun in 1911-12	114·00
TOTAL ...	1,425·00

Financial results to the State.

4. The financial result to the State during the year 1910 of the working of the State railways, after meeting, in addition to the expenses of working, all charges for interest on capital outlay by the State and on capital raised by Companies, also annuity payments connected with the purchase of railways by the State, was a net gain of Rs. 298·75 lakhs (£1·99 million). This result, however, is arrived at after inclusion in the charges against revenue of a sum of Rs. 131·08 lakhs (£874 thousand) representing the portion of annuity payments in redemption of capital. Omitting this item, which is not properly a revenue charge, the true result for the year is a net gain of Rs. 430 lakhs (£2·87 million).

The subjoined table compares the financial results of the year 1910 with those of the two preceding years. [It is to be noted that the figures of surplus of net revenue over interest shown therein understate the real surplus derived from the railways open to traffic, as the interest charges include the interest on the capital of lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the capital account.]

	1908.			1909.			1910.		
	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.
REVENUE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State railways	40,01,39,274	...	40,01,39,274	42,19,57,416	...	42,19,57,416	45,70,51,683	...	45,70,51,683
Gross traffic earnings.—Guaranteed railways	...	...	...	...	...	...	...	...	...
Repayment of advances of interest.—Subsidized railways	10,40,204	...	10,40,204	8,71,127	...	8,71,127	5,77,368	...	5,77,368
Total revenue	40,11,79,478	...	40,11,79,478	42,28,28,543	...	42,28,28,543	45,76,29,051	...	45,76,29,051
EXPENDITURE.									
Working expenses.—State railways	24,60,80,063	...	24,60,80,063	24,17,78,734	...	24,17,78,734	24,57,29,271	...	24,57,29,271
Working expenses.—Guaranteed railways	...	11,397	11,397	...	3,746	3,746	...	...	...
Share of surplus profits paid to Companies, etc.	62,27,657	1,83,000	64,10,657	49,69,571	1,82,642	51,52,213	50,97,813	...	50,97,813
Land and supervision charges.—Guaranteed railways	...	15,759	15,759	...	*—14,582*	*—14,582*	...	*—14,841*	*—14,841*
Land and subsidy charges	5,03,865	...	5,03,865	11,20,187	...	11,20,187	3,75,807	...	3,75,807
Miscellaneous railway expenditure	6,13,289	...	6,13,289	4,16,525	...	4,16,525	4,03,636	...	4,03,636
Total expenditure	25,34,24,874	2,10,156	25,36,35,030	24,82,85,017	1,71,806	24,84,56,823	25,16,06,527	*—14,841*	25,15,91,686
Net revenue	14,77,54,604	*—2,10,156*	14,75,44,448	17,45,43,526	*—1,71,806*	17,43,71,720	20,60,22,524	14,841	20,60,37,365
ORDINARY INTEREST CHARGES.									
Interest on capital outlay.—State railways	5,83,93,618	...	5,83,93,618	5,87,68,554	...	5,87,68,554	5,93,10,170	...	5,93,10,170
Interest on debt for purchase of railways	2,60,09,175	...	2,60,09,175	2,64,44,415	...	2,64,44,415	2,63,61,795	...	2,63,61,795
Interest on advances of capital to Companies	74,20,921	...	74,20,921	70,51,554	...	70,51,554	65,75,761	...	65,75,761
Interest on capital raised by Companies	2,36,18,165	...	2,36,18,165	2,75,69,608	...	2,75,69,608	3,10,04,520	...	3,10,04,520
Portion of annuities in purchase of railways representing interest on capital	3,93,86,295	...	3,93,86,295	4,01,52,870	...	4,01,52,870	3,98,01,930	...	3,98,01,930
Interest on capital of Guaranteed Companies	...	40,72,710	40,72,710	...	...	...	...	...	...
Total interest	15,48,28,174	40,72,710	15,89,00,884	15,99,87,001	...	15,99,87,001	16,30,54,176	...	16,30,54,176
Surplus of net revenue over interest	*—70,73,570*	*—42,82,866*	*—1,13,56,436*	1,45,56,525	*—1,71,806*	1,43,84,719	4,29,68,348	14,841	4,29,83,189
Portion of annuity payments representing redemption of capital also charged against revenue	1,20,07,500	...	1,20,07,500	1,26,68,910	...	1,26,68,910	1,31,08,200	...	1,31,08,200
Actual net gain +, or loss—	*—1,90,81,070*	*—42,82,866*	*—2,33,63,936*	+18,87,615	*—1,71,806*	+17,15,809	+2,98,60,148	+14,841	+2,98,74,989

5. As regards the capital liability in connection with railways owned by the State there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct, from the original commuted capital at which the lines were taken over, the amount redeemed by annuity payments up to date. On this basis the subjoined table shows the capital liability at the end of 1910 on account of all railways classed as State railways, including the Madras railway which was purchased by the State on 1st January 1908, the Indian Midland railway, purchased on the 31st December 1910, and the Hardwar-Dehra railway—the State outlay, as recorded in rupees in the accounts, being converted into sterling at the rate of Rs. 15=£1. The total capital at charge amounts to £321·70 million (the details by railways being shown in Appendix 3); and on this the net revenue of the State railways for 1910, £13·74 million, gives a return of 4·27 per cent. Including, however, the sum of £8·71 million on account of capital redeemed by annuities and charged off to revenue in the accounts of successive years, the total capital outlay amounts to £330·41 million, and the net revenue of £13·74 million in 1910 gives a return on this figure of 4·16 per cent. **App. 3.**

Capital liability on account of railways classed as State railways at end of 1910.

1. Share capital of purchased railways being paid off by annuities :—			
		£	
Commuted value of stock purchased		97,829,817	
Deduct—			
Commuted capital representing annuities which were purchased by creation of debt (liability included under item 3)		12,741,462	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5)		1,750,000	
New stock of the Madras and Southern Mahratta Railway Company issued in exchange for portion of annuity (liability included under item 5) ...		1,500,000	
Capital redeemed by annuity payments		8,713,849	
		24,705,311	
Net outstanding			73,124,506
2. State outlay			123,188,783
3. Debt incurred for purchase of railways			57,489,672
4. Capital advanced by Government to Companies			13,403,528
5. Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of capital)			54,497,004
TOTAL CAPITAL LIABILITY			321,703,493

Statistical results of working.

6. With a net addition of 602 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1910 amounted in round figures to Rs. 5,114·22 lakhs, compared with Rs. 4,706·38 lakhs in 1909, an increase of Rs. 407·84 lakhs, while the working expenses were more than in 1909 by Rs. 77·24 lakhs. The net earnings amounted to Rs. 2,398·50 lakhs, against Rs. 2,067·90 lakhs in 1909, or an increase of Rs. 330·60 lakhs. These net earnings yielded a return on the capital outlay (Rs. 43,904·73 lakhs) on open lines, *i.e.*, mileage earning revenue, of 5·46 per cent, as compared with 4·81 in 1909. **App. 7.**

Of the increase of Rs. 407·84 lakhs in the gross earnings, the North Western State railway accounted for Rs. 81·49 lakhs or 19·98 per cent, the Great Indian Peninsula railway for Rs. 73·23 lakhs or 17·96 per cent, the East Indian railway for Rs. 61·63 lakhs, the Rajputana-Malwa railway for Rs. 35·01 lakhs and the Bombay, Baroda and Central India railway for Rs. 33·28 lakhs. **App. 6.**

App. 4. The total number of passengers carried was 371·58 million, against 329·38 million, and the earnings therefrom amounted to Rs. 1,712·04 lakhs, against Rs. 1,565·94 lakhs. The number of third class passengers carried was more by 40·92 million and the earnings therefrom by Rs. 126·21 lakhs. The increase of Rs. 146·10 lakhs in the passenger earnings was contributed chiefly by the North Western State railway (Rs. 26·64 lakhs), the East Indian railway (Rs. 23·68 lakhs), the Great Indian Peninsula railway (Rs. 22·61 lakhs), the Rajputana-Malwa railway (Rs. 15·66 lakhs), the Bombay, Baroda and Central India railway (Rs. 9·62 lakhs), the Oudh and Rohilkhand State railway (Rs. 8·88 lakhs) and the Bengal and North-Western railway (Rs. 8·16 lakhs), and was due to the development of traffic.

App. 7. The average rate charged to passengers of all classes was 2·45 pies per mile, just over $\frac{1}{5}$th of a penny, and the average distance travelled was about 36 miles. There have been no material fluctuations in these figures since 1884.

App. 4. The aggregate tonnage of goods moved during the year 1910 was 65·60 million tons and the earnings therefrom were Rs. 3,043·17 lakhs, an increase over the previous year of 4·70 million tons and of Rs. 230·69 lakhs in earnings. Of the increase in the goods receipts the North Western State railway contributed Rs. 47·54 lakhs or 20·61 per cent and the Great Indian Peninsula railway Rs. 48·45 lakhs or 21·00 per cent, and the remainder was contributed principally by the East Indian, the Bombay, Baroda and Central India, the Rajputana-Malwa and the Bengal-Nagpur railways.

The increase in goods earnings on the North Western State railway was chiefly due to heavy bookings of "Wheat," "Oil-seeds" and "Cotton, raw" for export to Europe, and that on the Great Indian Peninsula railway to larger despatches of "Manganese ore," "Wheat," and "Oil-seeds" to Europe, *viâ* Bombay.

App. 10. The total weight of the traffic in "Grain and pulse," "Coal," "Cotton, raw and manufactured," "Oil-seeds," "Sugar," "Salt" and "Jute" during the year 1910 amounted to 34·70 million tons and the earnings therefrom to Rs. 1,934·08 lakhs, against 31·69 million tons and Rs. 1,757·17 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1910 to 69·08 per cent in weight and 68·09 per cent in earnings of the total traffic carried for the public, against 68·59 per cent and 67·50 per cent, respectively, in the previous year.

There were increases of 287 thousand tons and Rs. 20·38 lakhs in "Gram and pulse" traffic, and of 425 thousand tons and Rs. 48·08 lakhs in "Wheat" traffic included under "Grain and pulse," chiefly due to increase in the demand for export. There were also increases of 822 thousand tons and Rs. 63·12 lakhs under "Oil-seeds," due to heavier exports of "Linseed," "Rape and mustard" and "Til or jinjili" for shipment; of 142 thousand tons and Rs. 16·57 lakhs under "Cotton," due to larger consignments of "Cotton, raw" to Europe and to larger despatches from Bombay to Calcutta to meet the demands of the mills, and of 439 thousand tons and Rs. 25·38 lakhs under "Metals," due to larger bookings of "Manganese ore" for shipment.

App. 13. *Coal.*—During the year 1910 the total output from the collieries in India and Burma amounted, as shown in Appendix 13, to 10 55 million tons, against 11·87 million tons in 1909. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, rose from 1·72 million tons to 1·85 million tons or by 134 thousand tons, and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, from 912·15 thousand tons to 1,391·25 thousand tons or by 479·09 thousand tons. The imports of coal from the United Kingdom fell from 311·25 thousand tons to 261·32 thousand tons or by 49·94 thousand tons, and those from other countries from 179·17 thousand tons to 54·74 thousand tons or by 124·43 thousand tons.

App. 12. The total quantity of Indian coal consumed by railways during the year 1910 increased from 3·66 million tons to 3·77 million tons or by 108 thousand tons, and the amount of foreign coal consumed decreased from 79·13 thousand tons to 52·15 thousand tons.

App. 10. The traffic in coal carried by railways increased from 12·16 million tons in 1909 to 13·91 million tons in 1910, and the earnings therefrom from Rs. 330·86 lakhs to Rs. 385·41 lakhs. The increase occurred principally on the East Indian railway and was due to the revival of the coal trade.

The average rate for all descriptions of goods carried per ton per mile was 4·83 pies, compared with 5·78 pies in 1909, or just under ½ penny; while the average distance over which a ton of goods was carried was 184 miles, against 153 miles in the previous year. App. 7.

Important works.

7. The following is a brief abstract of the more important works completed during the year 1910:—

Bengal-Nagpur railway system.—5′ 6″ gauge section :—The relaying of the main line from mile 346-3 to mile 407 with 90-lb. flat-footed steel rails on wooden sleepers, and the strengthening of seven 100-feet spans of the Subanrikha bridge and five 100-feet spans of the Cossye bridge on the Chakardharpore-Adra section.

Bombay, Baroda and Central India railway system.—3′ 3⅜″ gauge section :—The renewal of 6 spans of 100-feet girders over the Balaram bridge, 11 spans of 40-feet and 24 of 20-feet girders on the Abu Division, and of the weak girders on the bridges of 40 feet and 20 feet between Mehsana and Sabarmati.

Eastern Bengal State railway system.—5′ 6″ gauge section :—The relaying of the Eastern section up main line with 90-lb. flat-footed steel rails up to mile 87, and of the Central section up to mile 81; the renewals of girders on the Eastern section, and on the Central section up to Bongong station.

3′ 3⅜″ gauge section :—The relaying of about 35 miles of the Dacca section with second-hand 62-lb. flat-footed steel rails; the strengthening of girders between Parbatipur and Kaunia; and the conversion, from the 2′ 6″ gauge to the 3′ 3⅜″ gauge, of both the British and Native State sections of the Cooch Behar railway.

East Indian railway system.—The relaying with 88½-lb. bull-headed steel rails of about 70 miles, out of the 120 miles arranged for, of the main line on the Howrah and Dinapore districts, and the substitution of new steel girders for rail girders at certain bridges on the Loop line. The southern wing of the Howrah new station has been practically completed, and all the platforms, as well as the whole of the electro-pneumatic signalling and interlocking installation, have been brought into use.

Great Indian Peninsula railway system.—The relaying of 69-lb. track with 82-lb. rails reinforced to 14 pot sleepers per 36-foot rail-length, between miles 616 and 586.

Madras and Southern Mahratta railway system.—5′ 6″ gauge section :—Strengthening girder bridges by substituting new steel girders on the Madras-Arkonam, Arkonam-Jalarpet, Jalarpet-Bangalore, Arkonam-Nandalur, and Nandalur-Raichur sections.

3′ 3⅜″ gauge section :—The relaying with 60-lb. rails of a length of 14·35 miles on the Kudchi section of the Poona district.

Nizam's Guaranteed State railway system.—5′ 6″ gauge section :—The relaying of the line from mile 58½ to 111 with 85-lb. flat-footed steel rails on Jarrah sleepers.

North Western State railway system.—5′ 6″ gauge section :—The new carriage and wagon shops at Lahore and the new Beas and Sutlej bridges.

2′ 6″ gauge section :—The relaying of 25 miles of 41-lb. rails on the Kalka-Simla railway with 60-lb. rails, and an aërial ropeway, designed to carry grain from the Kalka-Simla railway Goods Terminus to the Ganj at Simla, a distance of 900 ft. and with a rise of 180ft.

Oudh and Rohilkhand State railway system.—The relaying of 100 miles of main line with 90-lb. section flat-footed steel rails on wooden sleepers with stone ballast, and of the Aligarh branch with 75-lb. steel rails.

Assam-Bengal railway.—Jetty No. 4 and shed with hydraulic cranes and electric light, and with hydrant and sprinkler installations for protection against fire.

Bhavnagar-Gondal-Junagad-Porbandar railway system.—The relaying of the main line on the Bhavnagar-Wadhwan section with 50-lb. flat-footed steel rails up to mile 41-6 from Bhavnagar terminus.

Jodhpur-Bikaner railway system.—The replacement by 50-lb. steel rails of the last remaining 14 miles of 60-lb. iron rails on the British section of the Jodhpur-Hyderabad railway, and the relaying of 122 miles of 30-lb. steel rails with 50-lb. steel rails on the Bikaner section.

8. Of works in progress the following are the more important :—

Eastern Bengal State railway system.—5′ 6″ gauge section :—The Secretary of State's sanction to the construction of a bridge over the Lower Ganges near Sara was received in October 1908 and the necessary notification has been made. The site of the bridge, which is for the double line on the 5′ 6″ gauge, has been fixed 3 miles below Sara. During 1910 preliminary works on the bridge have to a large extent been completed.

At the quarries 130 lakhs of cubic feet of pitching stone have been collected, and 21 lakhs brought to depôt on the right bank and 37 lakhs on the left bank. A large amount of English stores has been received, including boilers and generators for the power houses, electrical plant, cement, etc.; but work has been delayed by the non-receipt of the blockyard goliaths and the curbs and caissons for the wells. The floods of 1910 reached a level only 2 feet below maximum flood estimated from levels recorded in the last 31 years at adjacent river stations. The design of the girders is under consideration by the Consulting Engineer to the India Office. The completion of this bridge will link up the 3′ $3\frac{3}{8}$″ and 5′ 6″ gauge sections of the Eastern Bengal State railway.

South Indian railway system.—3′ $3\frac{3}{8}$″ gauge section :—Indo-Ceylon connection —During the years 1906-1908 the South Indian Railway Company extended their Pamban branch from Pamban, on the island of Rameswaram, to Dhanushkodi, the southernmost point of the island, a length of 18·25 miles. To establish through communication with Ceylon, therefore, the following links are required :—

(*a*) extension of the Ceylon railway to Manaar;

(*b*) the establishment of a ferry between Dhanushkodi and Manaar; and

(*c*) a railway connection between Mandapam, the terminus of the South Indian railway on the mainland of India, and Pamban, the nearest point on the island of Rameswaram.

As regards (*a*) the Ceylon Government have the construction of the extension in hand; as regards (*b*) the South Indian Railway Company are considering the question of establishing a steam ferry service, and as regards (*c*) the sanction of the Secretary of State was received last year to the construction of an arched viaduct across the Pamban channel, with a swing bridge, suitable for the 3′ $3\frac{3}{8}$″ gauge, which would allow of shipping still using the Pass. The borings and detailed surveys since carried out have, however, shown that the construction of a heavy arched viaduct on the reef is impracticable. It has, therefore, been decided to construct instead a steel viaduct of 40-feet girder spans across the channel, with a Scherzer rolling lift bridge. The scheme was approved in December 1910, and the Company was authorized to send indents forward for the material required for commencement of the work.

Railway surveys.

9. The following surveys were completed during 1910 :—

Bengal-Nagpur railway system.—For the 2′ 6″ gauge extension of the Ranchi branch, from Ranchi to Lohardaga, 43 miles.

Bombay, Baroda and Central India railway system.—From Bayana, on the Nagda-Muttra railway, to Agra Cantonment, on the Rajputana-Malwa railway, 19·58 miles, for the 5′ 6″ gauge.

Eastern Bengal State railway system.—From Sara to Bera, 42·12 miles; from Nattore, on the Northern section, to Taras, 31 miles, and from Sirajganj to Ullapara, 14½ miles, all for the 5′ 6″ gauge. From Santahar to Malda, 52·61 miles, for the 3′ 3⅜″ gauge. From Rangiya station, on the Gauhati extension, to Tangla, in the Darrang District of Assam, 24·30 miles, for both the 3′ 3⅜″ and 2′ 6″ gauges. Reconnaissance surveys from Ulipur to Chilmari, 17 miles, for the 3′ 3⅜″ and 2′ 6″ gauges, and from Kurigram to Ulipur, 12 miles, for the 2′ 6″ gauge.

East Indian railway system.—A re-survey of the Mokameh Bridge Project, 6·30 miles, for the 5′ 6″ gauge.

A reconnaissance for a 2′ gauge line from Hazaribagh Road station, on the Grand Chord line, to Hazaribagh, 40 miles.

Great Indian Peninsula railway system.—For a chord line on the 5′ 6″ gauge from Bir, on the Great Indian Peninsula railway, to Bhopal, 113·26 miles. The alignment is to be further investigated with a view to certain improvements. For a feeder railway on the 2′ 6″ gauge from Murtajapur, a station on the Nagpur branch, to Ellichpur, 46·67 miles.

Madras and Southern Mahratta railway system.—Mysore to Hassan, 74 miles, for the 3′ 3⅜″ gauge.

Nizam's Guaranteed State railway system.—A re-survey for a line from Warangal to Balharshah, 147·34 miles, for the 5′ 6″ gauge.

North Western State railway system.—From Sialkot to Amritsar, about 100 miles, for both the 5′ 6″ and 2′ 6″ gauges; and for the Mardan extension from Mardan to Swabi, 31 miles, and from Mardan to Charsadda, 17 miles, for the 2′ 6″ gauge.

South Indian railway system.—From Karaikudi to Arantangi, 18 miles, on the 3′ 3⅜″ gauge, and (on behalf of the District Board of Salem) from Suramangalam to Salem, 4 miles, for the 5′ 6″ gauge, and from Salem to Attur, 33 miles, for the 3′ 3⅜″ gauge.

Bengal Dooars railway system.—Bagrakote to Sivok, 5·78 miles, for the 3′ 3⅜″ gauge, and Sivok to Teesta Bridge, 17 miles, for the 2′ 6″ gauge.

Burma railways system.—From near Ta Hapalai, on the Lashio branch, to Nam Pai, junction with the Burma Mines Light railway, 25 miles; from Henzada to Akyaw, *viâ* Donabyu, 28 miles, and Kyontani to Ngathaingyaung, *viâ* Yegyi, on the existing line, 27 miles; from Ngathaingyaung to Myogwin on the Henzada line, 27 miles; all for the 3′ 3⅜″ gauge.

From Henzada to Pantanaw, 65 miles, for the 2′ 6″ gauge.

These, with the link between Akyaw and Kyontani, previously surveyed, form a complete alternative loop between Henzada and Yegyi and on to Myogwin.

Aden tramway.—By the North Western State railway, from Tawahi, *via* Maala, to the Crater, with a branch from Maala to Sheikh Othman, 12 miles, for the 2′ 6″ gauge.

Darjeeling-Himalayan railway.—For the 2′ 0″ gauge, from—

(i) Darjeeling to Lebong, about 4½ miles,

(ii) Ghum to Tukdah (Hum), about 8 miles,

(iii) Siliguri to the Teesta Bridge, about 29 miles, and

(iv) Siliguri to Nuxulbari and Kissengunge, about 70 miles.

10. The following surveys were in progress:—

Bengal-Nagpur railway system.—For an extension of the Parlakimedi Light railway from Parlakimedi to Gunupur, 33 miles, for the 2′ 6″ gauge, at the request of the Court of Wards of the Parlakimedi Estate.

Eastern Bengal State railway system.—From Nattore, on the Northern section, *via* Rampur Boalia, to Godagari, 43·90 miles, and from a point near the north approach of the new bridge at Sara to Sirajganj by a direct line, 50 miles, both for the 5′ 6″ gauge; for the conversion into a 5′ 6″ gauge line of the existing 3′ $3\frac{3}{8}$″ gauge line between Sara and Santahar, about 51 miles.

Madras and Southern Mahratta railway system.—From Rajahmundry, on the North-East line of the Madras and Southern Mahratta railway system, along the Godavari valley to Sironcha, 210 miles, for the 5′ 6″ gauge.

Nizam's Guaranteed State railway system.—Final location survey of a line from Wadi to Gadag, 174·08 miles, for the 5′ 6″ gauge.

North Western State railway system.—From Jakhal to Hissar, 50 miles, for the 5′ 6″ gauge.

Oudh and Rohilkhand State railway system.—From Rosa, on the Oudh and Rohilkhand State railway, to Budaon, on the Bareilly-Kasganj section of the Rohilkund and Kumaon railway, 56 miles, in lieu of the original project from Tilhar to Budaon forming part of the Tilhar-Budaon-Hapur survey; from Unao to Madhoganj, 68 miles, and from Dibai or Atrauli Road, on the Oudh and Rohilkhand State railway, to Kasganj, on the Cawnpore-Achnera section of the Rajputana-Malwa railway, 54 miles, all for the 5′ 6″ gauge.

South Indian railway system.—From Erode to Nanjangud, with a branch from Satyamangalam to Mettupalaiyam, 150 miles, for the 3′ $3\frac{3}{8}$″ gauge, and (on behalf of the Travancore State) from Quilon to Trivandrum, 42 miles, for the 3′ $3\frac{3}{8}$″ gauge.

Jodhpur-Bikaner railway system.—For a chord line, about 80 miles in length, from Bikaner to Ratangarh, on the Degana-Hissar railway, and another of the same length from Jodhpur to Phalodi (Pokaran), both for the 3′ $3\frac{3}{8}$″ gauge.

Dholpur-Bari railway.—For an extension of the Dholpur-Bari railway from Dholpur to Rajakhera, 23·50 miles, for the 2′ 6″ gauge.

Feeder lines for which concessions have been granted to private Companies.

11. During 1910 concessions were granted for the construction of the following feeder railways:—

(i) *Mirpur Khas-Khadro railway.*—To the Sind Light Railways Company under the Branch Line Terms of 1896, for the construction of a line of railway, on the 3′ $3\frac{3}{8}$″ gauge, from Mirpur Khas to Khadro, a length of about 50 miles, at an estimated cost of Rs. 8·5 lakhs. No rebate or guarantee is asked for by the Company, and the line will be worked by the Jodhpur-Bikaner Railway Administration.

(ii) *Murtajapur-Ellichpur and Murtajapur-Yeotmal railways.*—To Messrs. Killick, Nixon and Company, on rebate terms under the new Branch Line Terms of 1910, for the construction of 2′ 6″ gauge railways from

Murtajapur to Ellichpur, about 50 miles in length, and from Murtajapur to Yeotmal, about 70 miles in length, at a total cost of Rs. 50 lakhs, approximately. The lines will be worked by the Great Indian Peninsula Railway Company, on behalf of the Branch Line Company, at a fixed percentage of the gross earnings.

(iii) *Ambaji-Taranga railway.*—To Messrs. Balchandra and Nagindas, for the construction of a 2′ 6″ gauge railway from the Gadwadha-Thana frontier to a point in Danta territory near the shrine of Ambaji Mata, a length of about 27 miles, which is estimated to cost about Rs. 16 lakhs. No guarantee or rebate has been asked for by the promoters, and the line will be worked by the Branch Line Company itself.

(iv) *Jessore-Jhenidah railway.*—To Messrs. Khetter Mohun Dey and Company, for the construction of a 2′ 6″ gauge railway from Jessore to Jhenidah, with a branch to Kotchandpur, a total length of 36·8 miles, at a total cost of Rs. 12 lakhs, approximately. The line will be subsidised by the District Board of Jessore and will be worked by the Branch Line Company itself.

Rolling-stock and safety appliances.

12. For the year 1910-1911 a provision of Rs. 466 lakhs was made in the Budget estimates for additional rolling-stock for open lines of railway. This provision is Rs. 184 lakhs less than that for 1909-1910. The distribution of the total allotment under the head "Rolling-stock" was made in accordance with the demands submitted by railways, and the decrease in the demand therefore indicates that the supplies of rolling-stock have become more adequate to the needs of the various railways than they were in the previous year.

The additions made during the year 1910 to the rolling-stock of the railways consisted of 176 engines, 546 coaching vehicles and 4,312 goods vehicles, the number under supply being 208 engines, 1,427 coaching vehicles and 6,070 goods vehicles. App. 15 and 16.

Subsequent to the 31st December 1910 the provision of 163 additional engines, 245 coaches and 1,725 wagons has been authorised.

13. Four hundred and thirty-two engines, 1,000 coaches and 9,996 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 5,278 engines, 16,331 coaches and 48,719 wagons, as against 1,922 engines, 4,041 coaches and 99,425 wagons not fitted. App. 17.

14. Eight hundred and fifty-four vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 16,091, as compared with 4,811 not fitted. The number fitted for gas was 468 and for electricity 386. App. 18.

15. The fitting of passenger communication to vacuum-braked stock continues to be pushed forward. The number and class of trains and of carriages on railways which are so fitted is shown in Appendices 19 and 20. App. 19 and 20.

16. Good progress continues to be made in the provision of bars and fastenings to windows and doors of 1st and 2nd class carriages, and in the removal of continuous foot-boards and horizontal hand-rails from 1st and 2nd class stock and the horizontal hand-rails from all other classes.

Interlocking and block working.

App. 21.

17. One hundred and fifty-nine stations were fitted during the year with apparatus for interlocking points and signals, and 99 stations with automatic instruments for signalling trains between stations.

Fares and Rates.

Coaching.

18. *Bombay, Baroda and Central India and Great Indian Peninsula railway systems.*—With effect from the 1st January 1910, the first and second class fares for single and six-monthly return tickets on the Bombay, Baroda and Central India and Great Indian Peninsula railways were raised to the level of those in force on the East Indian railway.

Madras and Southern Mahratta railway system.—With effect from the 1st January 1910 the first and second class fares were revised as follows on the whole system :—

1st class.		*Per mile.*
For the 1st 300 miles	...	18 pies.
For additional distances	...	12 ,,
2nd class.		
For the 1st 300 miles	...	9 ,,
For additional distances	...	6 ,,

Oudh and Rohilkhand State railway system.—With effect from the 1st January 1910, the first and second class fares were raised to 18 and 9 pies per mile, respectively, ordinary and six-monthly return tickets being issued at the same rates as are in force on the East Indian railway.

South Indian railway system.—On and from the 1st July 1910 second class accommodation was abolished on the Nilgiri railway, and only two classes, designated first and third, were retained. The fare chargeable for the first class was the old second class fare, and no change was made in the third class fare. Revised rates for luggage and parcels were also introduced on this part of the system from the 1st February 1910.

Goods.

19. *South Indian railway system.*—The maximum and minimum goods rates on the Nilgiri railway were fixed at eight times the ordinary maxima and minima of the system for ascending traffic, and at four times the ordinary maxima and minima for descending traffic.

Accidents.

20. The following is a statement of accidents of all descriptions to persons which have occurred during the last five years :— App. 22.

Year.	Passengers.						Servants.						Other persons.										Total all classes.	
	By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1906	9	194	155	368	164	562	30	148	341	451	380	599	52	28	823	259	154	9	41	37	1,070	333	1,614	1,494
1907	45	150	150	459	195	609	40	120	405	546	145	666	51	44	919	303	189	7	35	36	1,194	390	1,834	1,665
1908	121	284	156	470	277	754	43	175	411	550	454	725	41	31	1,102	307	230	5	33	30	1,406	373	2,137	1,852
1909	29	127	161	487	190	614	31	131	334	531	365	662	47	36	1,116	269	187	12	26	30	1,376	347	1,931	1,623
1910	3	184	184	475	187	659	37	108	361	545	398	653	37	26	1,056	268	157	8	42	50	1,272	352	1,857	1,664

The number of passengers killed from causes beyond their own control was 0·01 per million of passengers travelling, which gives an average of 1 in 4,478·28 millions of miles travelled.

21. The following are particulars of the more serious train accidents :—

No. 91 up mixed train was derailed and seven of its carriages were overturned at mile 169-13, between Yesvantpur and Yelahanka stations, on the chord line of the *Madras and Southern Mahratta railway* (*3′ 3⅜″ gauge*), on the 19th March 1910, owing to the buckling of the road from the excessive heat of the weather. Fifteen passengers were slightly hurt and the rolling-stock and permanent-way damaged.

A down loaded boulder train from Kathgodam to Mailani was derailed at mile 12/23, close to bridge No. 2 between Bhojeepura and Deoranian stations, *Rohilkund and Kumaon railway*, on the 27th March 1910, owing to the buckling of the line. The tender, engine, and several vehicles on the train were derailed on the bridge. The engine, tender and some of the vehicles fell over the bridge into the stream below. Six railway servants were severely injured and died subsequently, and considerable damage was done to the rolling-stock, the bridge and the permanent-way.

The engine and four wagons of a ballast train were derailed at Manihari Ghat station on the Behar section of the *Eastern Bengal State railway* (*3′ 3⅜″ gauge*), on the 11th May 1910, due to split points. Seven coolies were injured, four of whom died subsequently.

No. 25 up goods train, which had been brought to a stand on a grade of 1-in-25 on account of the failure of one of the engines, on being re-started after a detention of fifty minutes, ran back into the slip siding at the lower end of Hirok station,

North Western State railway, on the 12th June 1910, owing to the vacuum having leaked off during the stop and to the driver being unable to re-create vacuum sufficiently quickly to regain control of the train when the backward movement began. The engines and rolling-stock were seriously damaged. Three railway servants were killed, and three railway servants were seriously, and three slightly, injured. One passenger was killed and one slightly injured.

The engine of No. 42 up goods train fell between the bank and the west abutment of culvert No. 245, at mile 122/10 between Sindkheda and Dondaiche stations, *Tapti Valley railway*, on the 13th June 1910, due to the bank having given way owing to heavy rain. Eight Bombay, Baroda and Central India railway wagons next to the engine were piled up above the latter and nine Great Indian Peninsula railway wagons loaded with bullocks were wrecked. Three railway servants were killed and the rolling-stock was considerably damaged.

A collision occurred between a down Mail train and a down goods train at Niphad station, *Great Indian Peninsula railway*, on the 2nd July 1910, owing to the driver of the former having disregarded all signals at danger. Ten passengers were slightly injured and the rolling-stock and permanent-way damaged.

No. 35 up passenger train was derailed at mile 163/2, near Faridpur station, on the Eastern section of the *Eastern Bengal State railway* (*5′ 6″ gauge*), on the 5th August 1910, owing to the line having been breached by heavy rain. Nine passengers were injured and the permanent-way and rolling-stock damaged.

The engine of No. 37 up mixed train capsized and six vehicles on the train were derailed at mile 83/1, between Joya and Jamlera stations, *North Western State railway*, on the 18th August 1910, owing to the erosion of the bank by flood water. One railway servant was killed and thirteen passengers and three railway servants were injured. The rolling-stock was considerably damaged.

The engine, tender and one bogie carriage of No. 48 down passenger train fell into the Seetha river at mile 229/13, between Mugat and Mudkhed stations, *Hyderabad-Godavari Valley railway*, on the 13th September 1910, owing to the collapse of the bridge which had been under-scoured. Four railway servants were killed and the permanent-way and rolling-stock considerably damaged.

An up Tarkessur branch passenger train was put on to a wrong line at Seoraphuli station, *East Indian railway*, on the 11th November 1910, owing to the points having been incorrectly set, and collided with some wagons standing on that line. Nineteen passengers were injured.

A lower class carriage on No. 311 down mixed train caught fire at Padra station, *Gaekwar's Dabhoi railway*, on the 21st November 1910, owing to a box of crackers, which a passenger was secretly carrying as personal luggage, having exploded. Seven passengers were injured and a child was killed.

Damages by floods and rainfall.

22. *Bengal-Nagpur railway system.*—On 4th August 1910, in consequence of torrential rain in the area between Sambalpur and Raipur, the line was flooded and breached for a length of 2,000 feet at the approaches of the Kulhan river, 503 miles from Calcutta, between Silyari and Mandhar stations. Damage extending over a length of 8 miles occurred between Silyari and Raipur, some forty-feet girders being carried away and abutments washed out. An official of the Government Telegraph Department in attempting to swim across the river at the breach was drowned. Transhipment was impossible. Passengers and mails for Bombay had to be sent *viâ* Bilaspur and Katni. Communication was restored on 18th August.

Bombay, Baroda and Central India railway system.—On 13th June 1910 the bank at the back of west abutment of culvert No. 245, at mile 122—10-11, on the Tapti Valley railway, was washed away. Owing to very heavy rain the rush of flood water through the culvert scoured out the foundation of the north-west return

wall and attacked the bank behind the west abutment. The engine and a portion of No. 42 up train went into the culvert. Transhipment of passengers was necessary till the 22nd of June, when through communication was restored by means of a temporary bridge.

Eastern Bengal State railway system.—During the period 11th to 19th July 1910 the embankment of the Gauhati extension was breached in many places, and almost all the bridges between miles 242 and 277-G. and between miles 294 to 305-G. were either washed away or very badly damaged. The bridge at mile $\frac{214\text{-G.}}{3}$ was also damaged and that at mile $\frac{214\text{-G.}}{20}$ washed away. The line between Sorbhog and Rangiya was blocked from the 13th July 1910, and traffic was entirely suspended between Sapatgram and Rangiya from the 15th July 1910. The damage to the bridges at miles $\frac{214\text{-G}}{3}$ and $\frac{214\text{-G.}}{20}$ was repaired by the 22nd July 1910, when traffic was restored as far as Chapaguri. Pile bridges and diversions were constructed, and the line between Chapaguri and Bijhi was reopened to traffic on the 27th August 1910 and between Rangiya and Tihu on the 9th September 1910. Through communication was restored on the 19th September 1910.

Madras and Southern Mahratta railway system.—On the 6th November 1910 heavy rain breached the approaches to the bridge at mile 284-7 and the line at mile 285-12 to 15, between Yerpedu and Kalahasti stations, on the Katpadi-Gudur section. All traffic was diverted *viâ* Guntakal and Bezwada. The breaches were repaired and through communication was restored by the afternoon of 9th November.

North Western State railway system.—The line on the Kotri-Karachi City section was breached at several places in July 1910, necessitating the suspension of goods traffic and transhipment of mails and passengers until the breaches were repaired. Two hundred and forty-five feet of the new Bell Bund at the Malir bridge, constructed after the floods of 1908, were also washed away.

South Indian railway system.—Owing to heavy rain and high tides in November 1910, the line between Rameswaram and Dhanushkodi was breached in several places, involving interruptions to traffic from the 1st to 7th and from 22nd to 29th November 1910. On the 15th November 1910 slips occurred between Keti and Lovedale stations owing to heavy rain. Through communication was interrupted for $5\frac{1}{2}$ days. Passengers were transhipped.

Bengal and North-Western railway system.—On the Gorakhpur-Gonda loop the floods topped the bank, and the line between Pachperwa and Barhni had to be closed from the 25th July to 9th August 1910. In July 1910, owing to exceptionally heavy floods, the Sagauli-Raxaul, Samastipur-Darbhanga and Sakri-Jaynagar sections of the Tirhoot railway were closed for traffic. Through traffic could not be completely restored for several weeks.

Bengal Dooars railway.—During the rains of July 1910, which were unusually heavy in the Dooars, serious breaches occurred on the Eastern extension. In some places the damage was so severe that it took about twelve weeks to restore through communication.

Burma railways system.—On the 30th May 1910, owing to very heavy rain, the Mahananda tank at Shwebo burst, and the banks of the old Mu Canal leading into it were breached in two places. This resulted in serious breaches to the railway. Through communication was restored on the 18th June. On the 11th September 1910 very heavy rain fell between Meiktila and Thazi. The main line was breached near Nyaungyan and also at several places near Ywapale. On the 12th September the bund of the Nyaungyan-Minhla tank burst in two places. The greater portion of the line between Nyaungyan and Thazi was completely submerged, and from about mile 301 to 305 large portions of the bank and two bridges were washed away. The same flood also caused a series of breaches between Samon and Thabyedaung and between Thabyedaung and Kume Road. Transhipment of mails was commenced after a few days and through communication was restored on the 11th October. The same flood also caused serious breaches on the Meiktila branch.

Mails and passengers were transhipped until through communication was restored on the 4th October 1910.

Darjeeling-Himalayan railway.—A 2-feet subsidence of 50 feet of the line occurred at mile 10 on the afternoon of the 26th July 1910. The line was packed up with sleepers and trains passed cautiously. On the 27th the subsidence had increased to 10 feet deep and the permanent-way had eventually to be slewed three times before the subsidence ceased. One hundred and twenty feet of the line subsided about 20 feet at mile 11¾ on the night of the 26th July 1910. Communication was restored within 24 hours.

Railway staff.

Apps. 23 and 24.

23. The total number in railway employ at the close of the year was 543,493, of which 7,411 were Europeans, 9,583 Anglo-Indians and 526,499 Indians. Of the Europeans and Anglo-Indians 13,723 were enrolled as volunteers.

App. 27.

24. The use of railway schools continued to be appreciated, and at the close of 1910 there were 8,239 children and 8,552 apprentices and workmen attending schools.

Administrative matters.

25. *Railway Audit.*—In consequence of the amalgamation of the Public Works Accounts and Civil Audit Establishments under the control of the Finance Department of the Government of India, the appointment of Accountant General, Public Works Department, was abolished, and a new appointment of Accountant General for Railways was created.

Important contracts and agreements entered into and modifications of those existing.

Contracts.

26. *Ahmedabad-Parantij railway.*—A contract, dated the 24th day of November 1910, was entered into between the Secretary of State for India and the Company for the construction and working of the extension of their line from Idar Road to Brahmakhed.

Bengal-Nagpur railway.—On the 22nd February 1910 a contract was entered into between the Secretary of State for India and the Company for the construction, maintenance and working of the undermentioned new lines by the latter :—

(1) a branch line of the 5′ 6″ gauge from the Company's station at Ramkanali to Chaurashi ;

(2) an extension line of the 2′ 6″ gauge from Purulia, on the main line, to Ranchi ;

(3) a branch line of the 5′ 6″ gauge from Kamptee to Ramtek ;

(4) a line of the 2′ 6″ gauge from Chhindwara to Barkuhi in the Pench Valley ;

(5) an extension line of the 2′ 6″ gauge from Gondia, on the main line, to Chanda, with a branch from Nagbhir to Nagpur ;

(6) an extension line of the 5′ 6″ gauge from Raipur, on the main line, to Vizianagram ;

(7) a line of the 5′ 6″ gauge from Kalimati to Gorumahisani ;

(8) an extension line of the 2′ 6″ gauge from Nagpur to Chhindwara, with a branch to Khapa.

Bengal and North-Western railway.—On the 13th October 1910 a contract was entered into between the Secretary of State and the Company for the

construction of bridges over the rivers Gogra and Gundak at Manjhi Ghat and Bagaha, respectively, connecting the Company's Doab lines and the Tirhoot railway with the Company's main lines.

South Indian railway.—A contract, which is supplemental to the indenture dated the 24th November 1890, was entered into between the Secretary of State for India and the Company on the 21st December 1910 for the continuance of the working of the South Indian railway, by the Company, up to 31st December 1945, under certain revised terms.

AGREEMENTS.

27. *Bombay, Baroda and Central India railway and the Cambay Durbar.*—An agreement, dated the 10th May 1910, was concluded between the Company and the Durbar for the working, by the latter, of the Tarapur-Cambay railway.

Bombay, Baroda and Central India railway and the Government of His Highness the Gaekwar of Baroda.—In June 1910 sanction was accorded to an agreement, dated the 15th December 1909, which had effect from the 23rd October 1908 to the 22nd October 1910 (inclusive), for the working, by the Company, of His Highness the Gaekwar's Manund Road-Chanasma-Harij and Chanasma-Bechraji railways.

Supplementary agreements, dated the 16th May 1910, were entered into for the working, by the Company, of His Highness the Gaekwar's (i) Petlad, (ii) Mehsana, and (iii) Vijapur-Kalol-Kadi railways.

In July 1910 sanction was accorded to an agreement, dated the 17th May 1910, for the working and maintenance, by the Company, of the Kheralu-Varetha extension of His Highness the Gaekwar's Mehsana railway.

Burma railways and the Directors of the Madaya Light railway.—During the year 1910 the Burma Railways Company entered into an agreement with the Directors of the Madaya Light railway to complete the construction and undertake the working of the latter line.

Miscellaneous.

28. *Amendment of the Indian Tramways Act, XI of 1886.*—The sanction of the Secretary of State to the amendment of the Indian Tramways Act, XI of 1886, to make it applicable to mono-railways and to electric tramways, was received in 1910, and the Bill to amend the Act, with the views of the Local Governments and Administrations thereon, has been referred to a Select Committee.

Revision of the Branch Line Terms Resolution, No. 514 R. C. of 1896.—As the terms promulgated by the Resolution of 1896 had practically failed to attract capital to investment in branch lines of railway, revised terms were submitted to the Secretary of State for sanction in May 1909.

These terms provide, amongst other concessions, for an increase in the rate of guarantee from 3 to 3½ per cent and of rebate from 3½ to 5 per cent, with equal division of surplus profits in both cases. They also give the State the right to purchase before the full contract period in certain eventualities.

Sanction of the Secretary of State to the revised terms having been received App. 28
they were promulgated in Government of India Resolution No. 105 R. P., dated the 23rd June 1910.

Grain Elevators in India.—The question of the possibility of introducing the use of grain elevators on the North Western State railway for the wheat export traffic was investigated by an informal committee during 1909. After careful consideration of their report the Government of India decided that this was a question in which the initiative could more suitably be taken by the Karachi Port Trust and by the traders concerned, than by the State railway serving the port. The Railway Board, however, agreed, in the event of the Punjab Government

deciding to erect a trial elevator on the North Western State railway, to assist them by providing the necessary sidings and an experimental train fitted for carrying grain in bulk.

Use of local manufactures for railway purposes.—Purchases of wagon frames and bodies built by local firms continued to be made during 1910 for State-worked railways. The issue by the Government of India of the revised rules for the purchase of stores has been followed by the conclusion of arrangements whereby the services of the Superintendents of Local Manufactures under the Railway Board have been made available for the inspection of work for other Government Departments.

Future working and management of railways in Kathiawar.—The Thakor Sahib of Morvi having protested against the inclusion of the Morvi railway in the "coalition" of railways in Kathiawar, Sir T. R. Wynne, President of the Railway Board, at the request of the Government of Bombay, discussed the situation generally with the members of the Board of Control and submitted a report in July 1909, in which he recommended that each State should, under certain conditions, be allowed to work its own line separately, as in his opinion this scheme offered the only solution of the present difficulties which would meet the wishes of the Chiefs.

The Railway Proprietors having unanimously accepted Sir T. R. Wynne's proposals for the separate management of their respective lines and agreed, subject to certain modifications, to the conditions laid down by him for such working, sanction was accorded to the proposal on the understanding that, as a condition precedent to the introduction of the new scheme, the claim set up by the members of the present "coalition" against each other should be waived. The Government of Bombay were, at the same time, desired to fix a date for the introduction of the separate working of the several railways, and the 1st January 1911 was suggested as a suitable date for the purpose.

Dispute between the Port Trust and the Great Indian Peninsula and Bombay, Baroda and Central India railways, regarding terminal arrangements for working goods traffic at Bombay.—The proposals which were formulated in 1909 in this connection, reconciling the various issues and arranging for arbitration in case of any further minor difficulties arising, have received the confirmation of the Home Boards of the Great Indian Peninsula and Bombay, Baroda and Central India railways, and have been accepted by the Port Trust.

St. John's Ambulance Institution.—Attention continues to be devoted to the instruction of railway servants in the art of giving first aid to the injured.

Extinction of the Indian Midland Railway Company.—On the expiration of 12 months' previous notice, the contract, dated 2nd October 1885, between the Secretary of State and the Indian Midland Railway Company terminated on the 31st December 1910, and the Indian Midland Railway Company ceased to exist; but the system continues to be worked by the Great Indian Peninsula Railway Company under the terms of their contract, dated the 21st December 1900, with the Secretary of State for India.

Dwara-Therria Light railway.—The Company formed for the construction of this line, 19·50 miles in length, which was sanctioned in 1902, having gone into liquidation, the Local Government, at the instance of the Liquidator of the Company, has sanctioned the transfer of the property and rights vested in the Dwara-Therria Railway Company under the Dwara-Therria Steam Tramway Order No. 44, dated the 14th August 1902, to Messrs. H. V. Low and Co., of Calcutta, subject to the stipulation that all dues outstanding to Government are paid in full before any formal transfer is effected.

Mr. J. H. Trott's map of railway systems.—This additional map is included only in copies of the report used for official purposes. It may be obtained by the public, on payment, from Mr. J. H. Trott, Bengal-Nagpur railway, 30 Dalhousie Square South, Calcutta, who holds the copyright.

APPENDICES.

APPENDIX

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1910. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1910. Date of opening.	Section opened. From	To	Mileage opened	MILE JANU Date of opening.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
														PART
														Railways, the transactions of which
	5′ 6″ gauge.													**I.—STATE LINES WORKED**
1	Eastern Bengal State	E. B. S.	2-1-62	396·57	114·86	511·43	251·09	883·64	E. B. S.Ry.	9-11-10 4-12-10	Extension of main line to Pattipooker	Damukdia Ghat Ralta Chitpore ...	5·20 1·17	...
													6·37	
2	North Western State	N. W.	13-5-61	(a) 3,056·97	(b) 507·00	3,563·97	1,049·44	5,054·41	N. W. Ry....	...	...	...	...	...
3	Oudh and Rohilkhand State	O. & R.	23-4-67	(c) 1,316·04	8·33	1,324·97	(f) 248·29	1,581·59	O. & R. Ry.	9-3-10 9-3-10 5-4-10 18-6-10	Bilgram ... Balamau ... Misrikh ... Rosa ...	Sandi ... Misrikh ... Sitapur ... Sitapur City	9·36 22·44 14·84 49·22	2-2-11
													95·86	
	Total	...	...	4,770·18	630·19	5,400·37	1,548·82	7,519·64	...	...	...	...	102·23	...
	3′ 5¾″ gauge.													
4	Cawnpore-Burhwal (3′ 3⅜″ gauge link)	C. B. M.	24-11-96	79·60	...	79·60	10·17	89·77	B. & N. W. Ry. Co.	...	...	...	...	...
5	Eastern Bengal State	E.B.S.M.	28-8-77	961·06	...	961·06	208·15	1,169·21	E. B. S. Ry.	1-1-10	Pandu.	Gauhati	5·00	...
6	Oudh and Rohilkhand State	O. & R.	1-4-99	2·18	...	2·18	...	2·18	B. & N. W. Ry. Co.	...	...	...	...	...
	Total	...	...	1,042·84	...	1,042·84	218·32	1,261·16	...	...	...	...	5·00	...
	2′ 6″ gauge.													
7	Eastern Bengal State	E.B.S.M.	18-7-81	35·24	...	35·24	1·57	36·81	E. B. S. Ry.	...	...	...	...	...
8	Kalka-Simla	K. S.	9-11-03	59·92	...	59·92	7·86	67·78	N. W. Ry.	...	...	...	...	...
9	Kohat-Thal	K. T.	1-4-03	61·75	...	61·75	3·08	64·83		...	...	...	...	...
10	Nowshera-Durgai	N. D.	1-1-01	40·25	...	40·25	5·66	45·91		...	...	...	...	...
11	Trans Indus (Kalabagh-Bannu)	K.B.	...	...	...	...	...	...		...	...	...	...	...
	Total	...	...	197·16	...	197·16	18·17	215·33	...	...	...	...	...	...
	2′ 0″ gauge.													
12	Dandot Light	D. L.	5-7-89	6·18	...	6·18	...	6·18	N. W. Ry.	...	...	...	...	...
13	Jorhat Provincial State	J.	15-12-84	30·00	...	30·00	2·04	32·04	Jorhat Provincial S. Ry.	...	...	...	...	...
	Total	...	...	36·18	...	36·18	2·04	38·22	...	...	...	...	...	...
	TOTAL STATE LINES WORKED BY THE STATE. *5′ 6″ gauge.*	...	...	6,046·36	630·19	6,676·55	1,787·35	9,034·35	...	...	...	...	107·23	...
														II.—STATE LINES WORKED
14	Agra-Delhi Chord	A. D. C.	15-11-04	125·66	...	125·66	35·47	161·13	G. I.P.Ry. Co.	...	...	...	...	...
15	Baran-Kotah	B. K.	1-7-08	40·29	...	40·29	3·39	43·68		...	...	...	...	...
16	Bengal-Nagpur	B. N.	1880	1,733·97	73·23	1,807·20	385·07	2,268·50	B. N. Ry. Co.	...	...	...	...	1-2-11 15-3-11
17	Bezwada Extension	B. E.	10-2-89	20·58	...	20·58	0·97	21·55	N. G. S. Ry. Co.	...	...	...	...	...
18	Bhopal-Itarsi (British section)	B. I.	1-6-82	13·11	...	13·11	(l)	13·11	G. I. P. Ry. Co.	...	...	...	...	...
19	Bombay, Baroda and Central India	B. B. & C. I.	10-2-60	213·22	251·90	465·12 (m)	137·55	854·57	B. B. & C. I. Ry. Co.	...	...	...	...	...
	Carried over	...	...	2,146·83	325·13	2,471·96	565·45	3,362·54	..	...	...	...	...	...
		...	...	6,046·36	630·19	6,676·55	1,787·35	9,034·35	...	...	...	...	107·23	...

1.

sanctioned for construction.

AGE OPENED FROM 1ST ARY TO 31ST MARCH 1911.			MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1910.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1ST JANUARY TO 31ST MARCH 1911.					Serial No.	Remarks.
Section opened.		Mileage opened.	Date of sanction.	Agency for construction.	Section sanctioned.		Mileage sanctioned.	Date of sanction	Agency for construction.	Section sanctioned.		Mileage sanctioned.		
From	To				From	To				From	To			
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
I.														
pass through the Government accounts.														
BY THE STATE.														
...	...	...	30-6-10	E. B. S. Ry.	Dum Dum Junction.	Canal Junction.	2·84	...	...	...	...	...	1	Work commenced.
			10-12-08	State.	Lower Ganges Bridge.—Bhairamara	Junction with E. B. S. Ry. near Gopalpur.	13·82	...	...	...	...	...		Work commenced on 5·67 miles only.
							16·66							(*a*) Includes 3·50 miles between Hussainiwala and Ferozepore Cantonment and 26·28 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bhatinda and Kot Kapura over which the Rajputana-Malwa railway trains also work.
...	...	...	24-7-06	N. W. Ry.	Shorkot Road.	Jaranwala ...	(*c*)87·70	9-2-11	N. W. Ry.	Jakhal	Hissar ...	(*i*)50·63	2	(*b*) Includes 2·13 miles between Lahore Cantonment East and Lahore Cantonment West.
			11-7-05		Kacha Garhi	Mile 12·11 ...	(*d*)12·11	2-3-11		Sarai Kala	Havelian	(*i*)35·00		
							99·81					85·63		(*c*) Work commenced.
			24-3-10	O. & R. Ry.	Gajraula ...	Chandpur ...	(*g*)22·15	8-2-11	O. & R. Ry.	Cawnpore	Khirada	(*g*)75·92	3	(*d*) Constructed but not worked.
			20-9-10		Akbarpur ...	Tanda ...	(*g*)11·07							(*e*) Excludes 2·18 miles of 3′ 3½″ gauge at Benares shown under 3′ 3½″ gauge, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Burhwal and Bara Banki, 1·17 miles of 3′ 3½″ gauge over the Ramgunga bridge, Bareilly, and 0·49 mile of mixed (5′ 6″ and 3′ 3½″) gauge over the Ramgunga bridge, Moradabad, over which the Rohilkund and Kumaon railway trains also work.
			12-10-10		Dhakia ...	Sambhal ...	(*g*)14·64							
Sitapur City.	Sitapur City Thompsonganj.	2·59	28-9-08		Sitapur City	Sitapur City Thompsonganj	(*h*)2·59			Sumerpore.	Belatal...	(*i*)64·55		
			5-3-09		Munshiganj	Dalmau ...	(*g*)15·32							(*f*) Includes 1·06 miles of 3′ 3½″ gauge sidings on mixed (5′6″ and 3′ 3½″) gauge section between Burhwal and Bara Banki.
			5-3-09		Phaphamau	Unao ...	(*g*)114·58							
			5-3-09		Rae Bareli...	Mustafabad.	(*g*)23·21							
							203·76					140·47		(*g*) Work commenced.
...	...	2·59	...	...	...	...	320·23	...	...	...	...	226·10		(*h*) Since opened.
														(*i*) Not commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	4	Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles referred to in remark (*e*) above and 0·59 mile over the Ganges Bridge, Cawnpore.
...	...	...	21 12-10	E. B. S. Ry	Singhjani ...	Fulchhari ...	27·82	...	...	...	...	...	5	Not commenced.
			14-12-09		Rangiya ...	Tangla ...	24·30	...	...	...	...	...		Work commenced.
							52·12							
...	...	...	...	...	...	...	...	...	...	...	...	...	6	Length between the O. & R. Ry. cantonment and the B. & N. W. Ry. City stations at Benares.
...	...	...	...	...	...	...	52·12	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	7	
...	...	...	...	...	...	...	...	...	...	...	...	...	8	
...	...	...	...	...	...	...	...	...	...	...	...	...	9	
...	...	...	...	...	...	...	...	...	...	...	...	...	10	
...	...	...	30-12-09	N. W. Ry.	Kalabagh ...	Bannu ...	87·50	...	...	...	...	...	11	Work commenced.
...	...	...	...	...	...	...	87·50	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	12	
...	...	...	...	...	...	...	...	...	...	...	...	...	13	
...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	2·59	...	...	...	...	459·85	...	...	...	...	226·10		
BY COMPANIES.														
...	...	...	...	...	...	...	...	...	...	...	...	...	14	
...	...	...	...	...	...	...	...	...	...	...	...	...	15	
			1-11-01		Bhojudih	Pathardihi...	(*j*)0·18				...	...		(*j*) Constructed but not worked.
Kalimati	Onlajori	34·12												(*k*) Portion since opened.
Kalamna *vid* Itwari.	Nagpur	3·81	26-1-06	B. N. Ry. Co	Parvatipuram.	Raipur ...	(*i*)260·07	9-2-11	B. N. Ry. Co.	Mohuda	Jamuni...	12·00	16	Work commenced.
			19-10-06		Kalimati	Gorumahisani	(*k*)40·10	17-3-11		Bobbili	Salur ...	10·30		Work commenced.
			17-6-08		Kalamna *vid* Itwari	Nagpur ...	(*h*)3·81					22·30		
							304·76							
...	...	...	...	...	...	...	...	...	...	...	...	...	17	(*l*) Included with Native State section, serial No. 107.
...	...	...	...	...	...	...	...	...	...	...	...	...	18	(*m*) Excluding 39·23 miles of 3′ 3¼″ gauge between Viramgam and Wadhwan, shown under 3′ 3½″ gauge.
...	...	...	...	...	...	...	...	...	...	...	...	...	19	
...	...	37·93	...	...	...	...	304·76	...	...	...	...	22·30		
...	...	2·59	...	...	...	...	459·85	...	...	...	...	226·10		

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1910. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1910. Date of opening.	Section opened. From	To	Mileage opened.	MILE JANU Date of opening.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Brought forward . .	...	...	6,046·36	630·19	6,676 55	1,787·35	9,034·35	...	...	...	...	107·23	...
		...	...	2,146·83	325·13	2,471·96	565·45	3,362·54	...	...	...	...	...	...

PART

Railways, the transactions of which pass

II.—STATE LINES WORKED

5' 6" Gauge—concld.

20	East Indian.	E. I.	15-8-54	1,627·91	584·86	2,212·77	916·45	3,734·53	E. I. Ry. Co.	14-5-10	Dihwa Block hut.	Bechupur (O. & R. ry.)	1·18	19-1-11
21	Godhra-Rutlam-Nagda . .	G.R.N.	16-1-93	141·14	...	141·14	17·00	158·14	B. B. & C. I. Ry. Co.	...	...	...	...	...
22	Great Indian Peninsula .	G.I.P.	18-4-53	987·34	618·90	1,606·24	396·58	2,630·30	G. I. P. Ry. Co.	12-12-10	Kurla . .	Point of junction with Bombay Port Trust line.	7·45	...
23	Indian Midland	*I. M.	10-1-78	813·09	...	813·09	171·94	985·03	G. I. P. Ry. Co.	...	...	...	..	...
24	Madras and Southern Mahratta	M.& S.M.	1-7-56	986·79	44·94	(a) 1,031·73	207·53	1,284·20	M. & S. M. Ry. Co.	...	...	...	...	...
25	Nagda-Muttra	N.M.	15-7-07	339·35	....	339·35	58·60	397·95	B. B. & C. I. Ry. Co.	...	...	...	...	...
26	Rajputana-Malwa . . .	R.M.	1-1-76	5·17	...	5·17	11·81	16·98		...	...	...	...	...
27	South Indian	S.I.	23-5-60	445·94	...	445·94	75·34	521·28	S. I. Ry. Co.	...	...	...	...	...
	Total .	...	...	7,493·56	1,573·83	9,067·39	2,420·70	13,090·95	...	...	...	...	8·63	...

3' 3½" Gauge.

28	Assam-Bengal	A.B.	1-7-95	789·89	...	789·89	122·66	912·55	A. B. Ry. Co.	1-4-10	Akhaura .	Ashuganj .	19·05	...
29	Bombay, Baroda and Central India	B.B.&C.I.	14-12-02	39·23	...	39·23	3·03	42·26	B. B. & C. I. Ry. Co.	...	...	...	...	...
30	Burma	B.	2-5-77	1,262·53	77·62	1,340·15	277·01	1,694·78	B. Rys. Co.	...	...	...	...	...
31	Burma Extensions . . .	B.E.E.	15-4-07	186·93	...	186·93	32·80	219·73		...	...	...	...	...
32	Dhone-Kurnool . . .	D. K.	1-1-09	32·00	....	32·00	2·82	34·82	M & S. M. Ry. Co.	...	...	...	...	...
33	Jodhpur-Hyderabad (British section).	J.H.	18-3-92	123·98	...	123·98	13·35	137·33	J. B. Ry. .	...	...	...	...	...
34	Lucknow-Bareilly . . .	L.B.	12-10-84	237·04	...	237·04	36·90	273·94	B. & K. Ry. Co.	...	...	...	...	2-1-11
35	Madras and Southern Mahratta	M.& S.M. M.	24-3-84	1,520·80	...	(a) 1,520·80	165·55	1,686·35	M. & S. M. Ry. Co.	1-10-10	Fortwall .	Kanivihalli	6·79	...
36	Mysore section (M. & S. M. Ry.).	M.S.	1-2-81	296·22	....	296·22	30·33	326·55		...	...	...	...	...
37	Nilgiri	N.	15-6-99	28·96	...	28·96	2·93	31·89	S. I. Ry. Co.	...	...	...	...	...
38	Palanpur-Deesa	P.D.	8-11-93	17·28	....	17·28	1·29	18·57	B. B. & C. I. Ry. Co.	...	...	...	...	...
39	Rajputana-Malwa . . .	R.M.	14-2-73	1,770·41	2·92	1,773·33	338·89	2,115·14		...	...	...	...	...
	Carried over . .	...	...	6,305·27	80·54	6,385·81	1,027·56	7,493·91	...	..	...	...	25·84	...
		...	...	13,539·92	2,204·02	15,743·94	4,208 05	22,125·30	...	...	...	...	115·86	...

sanctioned for construction.

AGE OPENED FROM 1st ARY TO 31st MARCH 1911.			MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1910.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1st JANUARY TO 31st MARCH 1911.					Serial No.	Remarks.
Section opened.		Mileage opened.	Date of sanction.	Agency for construction.	Section sanctioned.		Mileage sanctioned.	Date of sanction.	Agency for construction.	Section sanctioned.		Mileage sanctioned.		
From	To				From	To				From	To			
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	2·59	...	...	...	...	459·85	...	...	...	...	228·10		
...	...	37·93	...	...	...	...	304·76	...	...	...	...	22·30		

I—*contd.*

***through the Government accounts*—contd.**

BY COMPANIES—*contd.*

			28-3-05		Bhagalpur	Bausi ...	31·04	...	...	...	...	...		Work commenced.
Barharwa	Dhulian Ganges.	16·72	5-3-06	E. I. Ry. Co.	Barharwa	Katwa ...	102·70	...	...	...	...	...	20	Portion since opened.
			23-6-05		Hooghly...	Katwa ...	64·80	...	...	...	...	...		Work commenced.
							198·54							
...	...	...	...	...	...	...	...	...	...	...	...	...	21	
			9-6-08		Itarsi ...	Hirdagarh ...	115·95	...	...	...	...	...		Work commenced.
...	...	...	8-6-08	G. I. P. Ry. Co.	Amla ...	Nagpur ...	103·63	...	...	...	...	...	22	Not commenced.
			17-2-05		Ravali ...	Mahim ...	1·32	...	...	...	...	...		Work commenced.
							220·90							
...	...	...	...	...	...	...	...	...	...	...	...	...	23	
...	...	...	...	...	...	...	...	...	...	...	...	...	24	(a) Includes 1·90 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna Block hut.
...	...	...	...	...	...	...	...	...	...	...	...	...	25	
...	...	...	...	...	...	...		...	...	...	...	...	26	Mileage at Ujjain 2·10 and between Idgah (Agra) and Jumna bridge (Agra) 3·07 miles.
...	...	...	...	...	...	...	...	...	...	...	...	...	27	
...	...	54·65	...	...	...	...	724·20	...	...	...	...	22·30		
			17-8-10	A.B.Ry. Co.	Bhairab Bazar.	Tangi ...	(a)39·46	...	...	...	...	...	28	Work commenced.
...	...	...	3-3-06		Kalaura ...	Fenchuganj	15·07	...	...	...	...	...		Work commenced.
							54·53							(b) Excluding wagon ferry, 2·50 miles.
...	...	...	...	...	...	...	...	...	...	...	...	...	29	This is the length between Viramgam and Wadhwan.
			8-9-08	B. Rys. Co.	Malagon ...	Dawbong ...	3·79	...	...	...	...	...	30	Work commenced.
...	...	...	18-10-05		Thamaing	Malagon ...	6·70	...	...	...	...	...		In abeyance.
							10·49							
...	...	...	1-6-06	B. Rys. Co.	Neikban ...	Begaye: ...	66·25	...	...	...	...	...	31	In abeyance.
...	...	...	...	...	...	...	...	...	...	...	...	...	32	
...	...	...	...	...	...	...	...	...	...	...	...	...	33	The Native State section of this railway forms an integral part of the Jodhpur railway. .
			12-5-08	R. & K. Ry. Co.	Sonaripur	Ramnagar Ghat.	20·79	...	...	...	...	...		Since opened.
Sonaripur	Ramnagar Ghat.	20·79	23-9-10		Sarota Phanta.	Garwari Ghat	15·89	...	...	...	...	...	34	Work commenced.
			24-5-09		Pilibhit ...	Barmdeo ...	38·75	...	...	...	...	...		Work commenced.
							75·43							
...	...	...	...	...	...	...	...	...	...	...	...	...	35	
...	...	...	...	...	...	...	...	...	...	...	...	...	36	
...	...	...	...	...	...	...	...	...	...	...	...	...	37	
...	...	...	...	...	...	...	...	...	...	...	...	...	38	This line is the joint property of Government and the Palanpur Durbar.
...	...	...	...	...	...	...	...	...	...	...	...	...	39	Excludes 5·17 miles of 5′ 6″ gauge line shown under 5′6″ gauge, but includes 26·28 miles of mixed (5′6″ and 3′3½″) gauge line between Bhatinda and Kakapura over which the North Western State railway trains also work.
...	...	20·79	...	...	...	...	206·70	...	...	...	...	...		
...	...	57·24	...	...	...	...	1,184·05	...	...	...	...	248·40		

APPENDIX

Details of mileage open and

Serial No.	Names of railways under each classification by gauges,	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1910. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1910. Date of opening.	Section opened. From	To	Mileage opened.	MILE JANU Date of opening.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Brought forward ...	...	...	13,539·92	2,204·02	15,743·94	4,208·05	22,125 30	...	...	...	...	115·86	...
		...	...	6,305·27	80·54	6,385·81	1,027·56	7,495·91	...	...	...	...	25·84	...
	3' 3½" gauge—concld.													
40	South Indian	S.I.M.	15-7-61	876·80	...	876·80	148·43	1,025·23	S. I. Ry. Co.	...	...	...	...	...
41	Southern Shan States . . .	S. S. S.	...	...	...	...	...	...	Burma Rys. Co.	...	...	...	...	...
42	Tinnevelly Quilon—(Travancore) (British section).	T.Q.B.	1-6 02	50·41	...	50·41	(a)	50·41	S. I. Ry. Co.	...	...	...	...	...
43	Tirhoot	T.S.	1-11-75	766·08	10·05	776·13	148·84	934·87	B. & N. W. Ry. Co.	23-12-10	Bhagalpur station, E. I. Ry.	Bhagalpur Kachery.	1·44	...
	Total .	...	...	7,998·50	90·59	8,089·15	1,324·68	9,504·42	...	...	...	...	27 28	...
	2' 6" gauge.													
44	Gondia-Chanda . .	G.C.	10-11-08	183·18	...	183·18	12·80	195·78	B. N. Ry. Co.	1-12-10	Nagbhir ...	Rajoli ...	30·84	...
45	Jubbulpore-Gondia Extension .	J.G.E.	18-4-03	275·30	...	275·30	25·91	301·30		...	...	...	...	...
46	Morappur-Dharmapuri . .	M.D.	18-1-06	18·53	...	18·53	0·96	19·49	S. I. Ry. Co.	...	...	...	...	...
47	Nagpur-Chhindwara . . .	N. C.	1-1-11	...	...	...	...	...	B. N. Ry. Co.	...	...	...	...	1-1-11 1-1-11
48	Purulia-Ranchi	P.R.	15-11-07	72·68	...	72·68	7·37	80·05		...	...	...	...	...
49	Raipur-Dhamtari . . .	R.D.	10-9-00	56·94	...	56·94	3·50	60·41		...	...	...	...	...
50	Tirupattur-Krishnagiri . .	T. K.	19-9-05	25·38	...	25·38	1·22	26·60	S. I. Ry. Co	...	...	...	...	...
	Total .	...	...	632 10	...	632·10	51·56	683·66	...	...	...	...	30·84	...
	2' 0" gauge. *Nil.*													
	TOTAL STATE LINES WORKED BY COMPANIES.	...	...	16,124·22	1,664·42	17,788 64	3,796·94	23,279·03	...	...	...	...	66·75	...
	5' 6" gauge.													
51	Hardwar-Dehra . . .	H. D.	1-3-00	32·04	...	32·04	3·83	35·87	O. & R. Ry.	...	...	...	...	...
	3' 3½" gauge. *Nil.*													
	2' 6" gauge. *Nil.*													
	2' 0" gauge. *Nil.*													
	TOTAL COMPANIES' LINES GUARANTEED BY GOVERNMENT UNDER MODERN CONTRACTS .	...	...	32·04	...	32·04	3·83	35·87	...	...	...	...	...	...
	5' 6" gauge.													
52	South Behar	S. B.	5-7-99	79·19	...	79·19	8·56	87·75	E. I. Ry. Co.	...	...	...	...	...
	3' 3½" gauge. *Nil.*													
	2' 6" gauge. *Nil.*													
	2' 0" gauge. *Nil.*													
	TOTAL LEASED LINES.	...	...	79·19	...	79·19	8·56	87·75		...	...	...	...	...
	Total, Part I ...	...	...	22,281·81	2,294 61	24,576·42	5,596·68	32,437·00	...	...	...	...	173·98	...
	5' 6" gauge. *Nil.*													
	3' 3½" gauge.													
53	Bezwada-Masulipatam . .	B. M.	4-2-08	51·80	...	51·80	7·53	59·33	M. & S. M. Ry. Co.	...	...	...	...	...
54	Tanjore District Board . .	T. D. B.	2-4-94	103·36	...	103·36	8·06	112·32	S. I. Ry. Co.	...	...	...	...	...
	Total .	...	...	155·16	...	155·16	16·49	171·65	...	...	...	...	...	...
	2' 6" gauge. *Nil.*													
	2' 0" gauge. *Nil.*													
	TOTAL DISTRICT BOARDS' LINES	...	...	155·16	...	155·16	16·49	171·65	...	...	...	...	...	...
	Carried over ...	...	...	155·16	...	155·16	16·49	171·65	...	...	...	...	...	...

PART

Railways, the transactions of which pass

II.—STATE LINES WORKED

III.—COMPANIES' LINES GUARANTEED BY GOV

IV.—LEASED

PART

Railways, the transactions of which do not

V.—DISTRICT

1—*contd.*

sanctioned for construction.

AGE OPENED FROM 1ST ARY TO 31ST MARCH 1911.			MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1910.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1ST JANUARY TO 31ST MARCH 1911.					Serial No.	REMARKS.
SECTION OPENED.		Mileage opened.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		Mileage sanctioned.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		Mileage sanctioned.		
From	To				From	To				From	To			
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	57·24	...	...	...	...	1,184·05	...	...	...	...	248 40		
...	...	20 79	...	...	...	...	26·70	...	...	...	...	...		

1—*concld.*

***through the Government accounts*—concld.**

BY COMPANIES—*concld.*

...	...	...	16-9-04	S. I. Ry. Co.	Mandapam.	Toni Torai	1·86	...	...	...	...	...		Constructed but not worked.
			16-9-04		Toni Torai	Pamban	1·33	...	...	...	...	...	40	Commencement of Pamban viaduct ordered.
			21-4-99		Tirupachetti.	Sivaganga	9·00	...	...	...	...	...		Not commenced.
							12·19							
...	...	...	23-7-09	B.Rys.Co.	Thazi	Yawughwe	100·00	...	...	...	...	...	41	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	42	(*a*) Included with Native State section, serial No. 124.
...	...	...	7-1-09	B. & N. W. Ry. Co.	Pertabganj.	Bhimnagar.	(*b*)13·44	9-2-11	B. & N. W. Ry. Co.	Khagaria	Roserah.	37·00	43	(*b*) Work commenced.
			16 2-09		Bagmati Dhang and Samastipur.	bridge at approaches Roserah	(*b*)4·94							
			17-12-09				(*b*)17·20							
							35·58							
...	...	...	...	...	...	...	354·47	...	...	...	...	37·00		
...	...	...	26-8-04	B. N. Ry.Co.	Rajoli	Chanda ...	36·28	...	...	...	...	...	44	Work commenced.
			17-6-08		Itwari loop		2·07	...	...	...	...	...		Work commenced.
							38·35							
...	...	...	24-6-04	B. N. Ry.Co.	Khirsadoh	Sirgora	8·43	...	...	...	...	...	45	In abeyance.
			30-12-09		Balaghat	Katangi	29·32	...	...	...	...	...		Work commenced.
							37·75							
...	...	...	2-3-09	S. I. Ry. Co.	Dharmapuri.	Hosúr	54·87	...	...	...	...	...	46	Work commenced on 21 miles only.
Itwari	Lodhikhera.	38·88	10-2-09	B. N. Ry. Co.	Itwari	Chhindwara.	88·80	...	...	...	...	...	47	Portion since opened.
Saoner	Khapa	4·51			Saoner	Khapa	4·51	...	...	...	...	...		Since opened.
							93·31							
...	...	...	...	...	...	...	...	20-2-11	B. N. Ry. Co.	Ranchi	Lohardaga	42·83	48	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	49	
...	...	...	...	...	...	...	...	...	...	...	...	...	50	
...	...	43·39	...	...	...	...	224·28		...	...	...	42 83		
...	...	98·04	...	...	...	...	1,302·95	...	...	...	...	102·13		

ERNMENT UNDER MODERN CONTRACTS.

...	...	...	...	...	...	...	...	...	...	...	...	...	51	
...	...	...	...	...	...	...	...	...	...	...	...	...		

LINES

...	...	...	...	...	...	...	...	...	...	...	...	...	52	
...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	121·42	...	...	...	...	1,762·8	...	...	...	...	3:8·23		

II.

pass through the Government accounts.

BOARDS' LINES.

...	...	...	...	...	...	...	...	...	...	...	...	...	53	
...	...	...	...	...	...	...	...	...	...	...	...	...	54	
...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...		

APPENDIX

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1910. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1910. Date of opening.	Section opened. From	To	Mileage opened.	MILE JANU Date of opening.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Brought forward	...	...	155·16	...	155·16	16 49	171·65	...	...	...	...	...	...

PART

Railways, the transactions of which do not

VI.—BRANCH LINE COMPANIES' RAILWAYS ASSISTED BY

	5' 6" gauge.													
55	Amritsar-Patti	A. P. T.	21-9-06	54·26	...	54·26	7·04	61·30	N. W. Ry.	4-4-10	Patti ...	Kasur ...	27·21	...
56	Southern Punjab	S. P.	10-11-97	424·06	...	424·06	74·95	499·01		...	...	...	...	...
57	Southern Punjab "Ludhiana" Extension.	S. P. E.	10-6-05	152·04	...	152·04	16·43	168·47		...	...	...	...	...
58	Sutlej Valley.	S. V.	6-7-10	209·46	...	209·46	28·25	237·71		6-7-10	Kasur ...	Lodhran ...	209·46	...
59	Tapti Valley..	T. V.	1-12-98	155·48	...	155·48	10·07	165·55	B. B. & C. I. Ry Co.	...	...	...	...	...
	Total	...	...	995·30	...	995·30	136·74	1,132·04	...	...	...	...	236·67	...
	3' 3½" gauge.													
60	Ahmedabad-Dholka	A. D.	23-2-03	33·54	...	33·54	2·78	36 32	B. B. & C.I. Ry. Co.	...	...	...	...	...
61	Ahmedabad-Parantij	A. P.	1-5-07	54·70	...	54·70	7·95	62·65		...	...	...	...	...
62	Mymensingh-Jamalpur-Jagannathganj.	M. J. J.	15-10-93	55·51	...	55·51	9·22	64·73	E. B. S. Ry.	...	...	...	...	...
	Total	...	...	143 75	...	143·75	19·95	163·70	...	...	...	...	...	...
	2' 6" gauge.													
63	Nadiad-Kapadvanj	N. K.	...	...	...	...	...	...	...	...	...	...	...	...
	2' 0" gauge. *Nil.*													
	TOTAL BRANCH LINE COMPANIES' RAILWAYS ASSISTED BY GOVERNMENT UNDER "REBATE" TERMS.	...	...	1,139·05	...	1,139·05	156·69	1,295·74	...	...	...	...	236·67	...

VII.—COMPANIES' LINES GUARANTEED

	5' 6" gauge. *Nil.*													
	3' 3½" gauge. *Nil.*													
	2' 6" gauge.													
64	Bangalore-Chickballapur Light	...	B. C.	...	...	...	...	...	...	...	...	...	...	...
	2' 0" gauge. *Nil.*													
	TOTAL COMPANIES' LINES GUARANTEED BY NATIVE STATES.	...	...	...	...	...	...	...	...	...	...	...	...	...

VIII.—ASSISTED COMPANIES' LINES SUBSIDIZED

	5' 6" gauge.													
65	Delhi-Umballa-Kalka	D. U.K.	1-3-91	192·13	...	192·13	22·33	214·49	E. I. Ry. Co.	1-12-10	Thanesar ...	Kaithal ...	29·77	...
	3' 3½" gauge.													
66	Rohilkund and Kumaon	R. & K.	12-10-84	202·06	...	202·06	28·17	230·23	R. & K. Ry. Co.	...	...	...	...	24-2-11
	2' 6" gauge. *Nil.*													
	2' 0" gauge. *Nil.*													
	TOTAL ASSISTED COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA	...	...	394·19	...	394·19	50·53	444·72	...	...	...	...	29·77	...

IX.—ASSISTED COMPANIES' LINES SUBSIDIZED

	5' 6" gauge. *Nil.*													
	3' 3½" gauge.													
67	Dibru-Sadiya	D. S.	Aug. '82	86·02	...	86·02	14·01	100·03	Assam Rys. and Trading Co.	1-5-10	Talap ...	Saikhoa Ghat	8·52	...
	2' 6" gauge. *Nil.*													
	2' 0" gauge.													
68	Darjeeling-Himalayan	D. H.	23-8-80	51·00	...	51·00	4·24	55·24	D. H. Ry. Co.	...	...	...	...	...
	TOTAL ASSISTED COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.	...	...	173·02	...	137·02	18·25	155·27	...	..	...	...	8·52	...
	Carried over	...	...	1,825·42	...	1,825·42	241·96	2,067·38	...	...	...	...	274·96	...

1—*contd.*

sanctioned for construction.

AGE OPENED FROM 1ST ARY TO 31ST MARCH 1911.			MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1910.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1ST JANUARY TO 31ST MARCH 1911.					Serial No.	REMARKS.
SECTION OPENED.		Mileage opened.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		Mileage sanctioned.	Date of sanction.	Agency for construction.	SECTION SANCTIONED.		Mileage sanctioned.		
From	To				From	To				From	To			
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	...	...	...	...	...	...	...	...	...	...	...		

II—*contd.*

pass through the Government accounts—contd.

GOVERNMENT UNDER "REBATE" TERMS.

...	...	...	...	...	...	...	...	...	...	...	...	...	55	
...	...	...	...	...	...	...	...	...	...	...	...	...	56	
...	...	...	...	...	...	...	...	...	...	...	...	...	57	
...	...	...	...	...	...	...	...	...	...	...	...	...	58	
...	...	...	...	...	...	...	...	...	...	...	...	...	59	
...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	60	
...	...	...	14-5-09	B. B. & C. I. Ry. Co.	Idar Road	Brahmakhed.	33·91	...	...	...	...	...	61	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	62	
...	...	...	...	...	...	...	33·91	...	...	...	...	...		
...	...	...	...	...	...	...	...	12-1-11	Gujrat Lt. Ry. Co.	Nadiad	Kapadvanj	27·98	63	
...	...	...	...	...	...	...	33·91	...	...	...	...	27·98		

BY NATIVE STATES.

...	...	...	10-9-09	B. C. L. Ry. Co.	Bangalore .	Chikballapur	37·95	...	...	...	...	...	64	Not commenced.
...	...	...	...	...	...	...	37·95	...	...	...	...	...		

BY THE GOVERNMENT OF INDIA.

...	...	...	...	...	...	...	...	...	...	...	...	...	65	
Pilibhit	Bisalpur	23·00	17-6-09	R. & K. Ry. Co.	Pilibhit.	Shahjahanpur.	56·82	...	...	...	...	...	66	Portion since opened.
...	...	23·00	...	...	...	...	56·82	...	...	...	...	...		

BY LOCAL GOVERNMENTS.

...	...	...	...	...	...	...	...	...	...	...	...	...	67	
...	...	...	...	...	...	...	...	..	...	...	...	...	68	
...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	23·00	...	...	...	...	128·68	...	...	...	...	27·98		

APPENDIX

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1910. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1910. Date of opening.	Section opened. From	To	Mileage opened.	MILE JANU Date of opening
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Brought forward. . .	...	...	1,825·42	...	1,825·42	241·96	2,067·38	...	...	...	...	274·96	...

PART

Railways, the transactions of which do not pass

X.—ASSISTED COMPANIES' LINES SUBSI

	5′ 6″ gauge. *Nil.* *3′ 3½″ gauge.*													
69	Bengal Dooars	B. D.	15-1-93	36·40	...	36·40	4·37	40·77	B. D. Ry. Co.	...	...	...	...	...
	2′ 6″ gauge.													
70	Arrah-Sasaram Light . . .	A. S.	6-3-11	...	...	...	...	...	A. S. L. Ry. Co.	...	...	...	...	6-3-11
71	Baraset-Basirhat Light . .	B. B. L.	1-2-05	51·12	...	51·12	...	51·12	B. B. L. Ry. Co.	16-2-10	Belinghatta Bridge.	Pattipooker	16·62	...
72	Bukhtiarpore-Behar Light .	B. B.	1-7-03	28·00	...	28·00	...	28·00	B. B. Ry. Co.	...		...	...	...
73	Jessore-Jhenidah Light .	J. J.	...	...	...	...	...	...	J. J. L. Ry. Co.	...	...	...	...	...
74	Tezpore-Balipara Light . .	T. B.	9-8-94	20·10	...	20·10	1·01	21·11	T. B. Ry. Co.	...	...	...	...	...
	Total .	...	...	99·22	...	99·22	1·01	100·23	...	...	...	...	16·62	...
	2′ 0″ gauge.													
75	Howrah-Amta Light . . .	H. A.	1-7-97	43·87	...	43·87	...	43·87	H. A. L. Ry. Co.	...	...	...	...	...
76	Howrah-Sheakbala Light. .	H. S.	2-8-97	19·75	...	19·75	...	19·75	H. S. L. Ry. Co.	...	...	...	...	...
	Total .	...	...	63·62	...	63·62	...	63·62	...	...	...	...	...	...
	TOTAL ASSISTED COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARDS	...	...	199·24	...	199·24	5·38	204·62	...	...	...	...	16·62	...

XI.—ASSISTED COMPANIES' LINES RECEIVING

	5′ 6″ gauge.													
77	Tarkessur	T.	1-1-85	22·21	...	22·21	3·42	25·63	E. I. Ry. Co.	...	...	...	...	...
	3′ 3½″ gauge.													
78	Bengal and North-Western .	B. & N. W.	2-4-84	1,117·14	...	1,117·14	186·90	1,304·04	B. & N. W. Ry. Co.	20-3-10	Chupra	Mashrak	26·32	13-3-11
79	Bengal Dooars Extensions .	B. D. E.	20-4-00	116·56	...	116·56	11·80	128·36	B. D. Ry. Co.	...	...	...	...	...
80	Deoghur	D.	23-12-82	4·79	...	4·79	0·70	5·49	D. Ry. Co.	...	...	...	...	...
81	Mirpur Khas-Jhudo . . .	M. K.	18-4-09	50·43	...	50·43	2·63	53·06	J. B. Ry.	...	...	...	...	...
82	Mirpur Khas-Khadro . .	M. K. K.	...	...	...	...	...	...	J. B. Ry.	...	...	...	...	...
	Total . .	...	...	1,288·92	...	1,288·92	202·03	1,490·95	...	...	...	...	26·32	...
	2′ 6″ gauge.													
83	Barsi Light	B. L.	1-3-97	78·50	...	78·50	8·65	87·15	B. L. Ry. Co.	...	...	...	...	...
84	Champaner-Shivrajpur Light .	C. S.	3-2-11	...	...	...	...	...	S. Syndicate	...	...	...	...	3-2-11
85	Dwara-Therria Light . . .	D. T.	...	...	...	...	...	...	D. T. L. Ry. Co.	...	...	...	...	...
86	Powayan Light	P. W. L.	17-6-90	39·50	...	39·50	...	39·50	B. & K. Ry. Co.	...	...	...	...	...
87	Shahdara (Delhi)-Saharanpur Light.	S. S.	7-5-07	92·50	...	92·50	8·25	100·75	S. S. L. Ry. Co.	...	...	...	...	...
	Total . .	...	...	210·50	...	210·50	16·90	227·40	...	...	...	...	...	...
	2′ 0″ gauge.													
88	Matheran Light	M. T. H.	22-3-07	12·61	...	12·61	1·04	13·65	G. I. P. Ry. Co.	...	...	...	...	...
	TOTAL ASSISTED COMPANIES' LINES RECEIVING LAND ONLY FROM GOVERNMENT . . .	...	...	1,534·24	...	1,534·24	223·39	1,757·63	...	...	...	...	26·32	...
	Carried over . . .	...	...	3,558·90	...	3,558·90	470·73	4,029·63	...	...	...	...	317·90	...

1—*contd.*

sanctioned for construction.

AGE OPENED FROM 1st ARY TO 31st MARCH 1911.			MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1910.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1st JANUARY TO 31st MARCH 1911.					Serial No.	REMARKS.
SECTION OPENED.					SECTION SANCTIONED.					SECTION SANCTIONED.				
From	To	Mileage opened.	Date of sanction.	Agency for construction.	From	To	Mileage sanctioned.	Date of sanction.	Agency for construction.	From	To	Mileage sanctioned.		
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	23·00	...	...	...	...	128·68	...	...	...	...	27·98	...	

II—*contd.*

through the Government accounts—contd.

DIZED BY DISTRICT BOARDS.

...	...	...	...	...	...	...	...	...	...	...	...	...	69	
Arrah	Sasaram	60·50	12-10-09	A. S. L. Ry. Co.	Arrah	Sasaram	60·50	...	...	...	...	...	70	Since opened.
...	...	...	...	...	...	...	...	...	...	...	...	...	71	
...	...	...	...	...	...	...	...	...	...	...	...	...	72	
...	...	...	2-12-10	J. J. L. Ry. Co.	Jessore Kaliganj	Jhenidah Kot Chandpur	28·90 7·90	...	...	...	...	...	73	Not commenced. Not commenced.
							36·80							
...	...	...	...	...	...	...	...	...	...	...	...	...	74	
...	...	60·50		...	...	...	97·30	...	...	...	...	...		
...	...	...	20-3-02	H. A. L. Ry. Co.	Autpur	Rajbulhat	3·50	...	...	...	...	...	75	Not commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	76	
...	...	...	...	...	...	...	3·50	...	...	...	...	...		
...	...	60·50	...	...	...	...	100·80	...	...	...	...	...		

LAND ONLY FROM GOVERNMENT.

...	...	...	...	...	...	...	...	...	...	...	...	...	77	
Burhwal	Sitapur	59·79	26-1-09	B. & N. W. Ry. Co.	Jhusi	Allahabad	3·09	...	...	...	...	...	78	Work commenced.
			9-5-08		Gogra Bridge at Manjhi Ghat and approaches.		4·41	...	...	...	...	...		Work commenced.
			23-10-06		Burhwal	Sitapur	59·79	...	...	...	...	...		Since opened.
			4-10-90		Gundak Bridge at Bagaha and approaches.		5·43	...	...	...	...	...		Work commenced.
			21-7-10		Thawe	Captainganj	59·75	...	...	...	...	...		Not commenced.
							133·37							
...	...	...	...	...	...	...	...	...	...	...	...	...	79	
...	...	...	...	...	...	...	...	...	...	...	...	...	80	
...	...	...	...	...	...	...	...	...	...	...	...	...	81	
...	...	...	19-9-10	J. B. Ry.	Mirpur Khas.	Khadro	49·50	...	...	...	...	...	82	Work commenced.
...	...	59·79	...	...	...	...	182·87	...	...	...	...	...		
...	...	...	21-11-08	B. L. Ry. Co.	Pandharpur.	Pandharpur town.	1·24	...	...	...	...	...	83	Not commenced.
			2-9-09		Tadwale	Latur	37·12	...	...	...	...	...		Work commenced.
							38·36							
Champaner Road.	Champaner City.	11·00	1-9-09	S. Syndicate.	Champaner Road.	Shivrajpur	18·80	...	...	...	...	...	84	Portion since opened.
...	...	...	15-5-02	D. T. L. Ry. Co.	Dwara	Maolong	13·50	...	...	...	...	...	85	Work suspended.
			15-5-02		Maolong	Therria Ghat.	6·00	...	...	...	...	...		Commencement of work not authorised.
							19·50							
...	...	...	...	...	...	...	...	...	...	...	...	...	86	
...	...	...	4-1-02	S. S. L. Ry. Co.	Baraut	Meerut	30·00	...	...	...	...	...	87	Not commenced.
...	...	11·00	...	...	...	...	106·66	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	88	
...	...	70·79	...	...	...	...	289·53	...	...	...	...	...		
...	...	154·29	...	...	...	...	519·01	...	...	...	...	27·98		

APPENDIX

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1910. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1910. Date of opening	Section opened. From	To	Mileage opened.	MILE JANU Date of opening.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Brought forward ...	...	...	3,558·90	...	3,558·90	470·73	4,029·63	...	...	...	...	317·90	...
														PART
	5′ 6″ gauge.													
	Nil.													*Railways, the transactions of which*
	3′ 3½″ gauge.													XII.—UNASSISTED COM
89	Ledo and Tikak-Margherita Colliery.	L. T.	17-2-84	5·50	...	5·50	7·66	13·16	Assam Rys. & Trading Co.	...	...	...	...	...
	2′ 6″ gauge.													
90	Dehri-Rohtas Light . . .	D. R.	6-2-11	...	...	...	...	...	D. R. L. Ry. Co.	...	...	...	...	6-2-11
91	Madaya Light	M.	...	...	...	...	...	...	Burma Rys. Co.	...	...	...	...	...
92	Tarakeshwar-Magra Light .	B. P.	7-11-94	33·27	...	33·27	2·10	35·37	B. P. Ry. Co.	...	...	...	...	...
	Total .	...	...	33·27	...	33·27	2·10	35·37	...	...	...	...	..	...
	2′ 0″ gauge.													
93	Avadi-Poonamallee Light . .	A. P. M.	...	...	...	...	...	...	A. P. Ry.	...	...	...	...	...
94	Jagadhri Light	J. L.	...	..	...	...	..	...	J. L. Ry. Co.	...	...	...	...	...
	Total .	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL UNASSISTED COMPANIES' LINES	...	...	38·77	...	38·77	9·76	48·53	...	...	...	...	...	...
														XIII.—NATIVE STATE LINES
	5′ 6″ gauge.													
	Nil.													
	3′ 3½″ gauge.													
95	Bhavnagar-Gondal-Junagad-Porbandar.	B.G.J.P.	20-12-80	374·11	...	(a) 374·11	46·52	420·63	B. G. J. P. Ry.	15-2-10 25-12-10 16-11-10	Shapur Manavadar. Sihor	Manavadar Bantva Palitana.	15·86 3·45 16·91	...
													36·22	
96	Bikaner	J. B. B.	9-12-91	306·04	...	306·04	16·40	322·44	J. B. Ry.	2-2-10 22-5-10	Sujangarh Ratangarh.	Ratangarh Churu.	28·56 26·61	...
													55·17	
97	Dhrangadra	D. H. R.	1-6-98	20·83	...	20·83	1·80	22·63	B. G. J. P. Ry.	...	...	...	...	...
98	Jamnagar	J. N.	8-4-97	54·22	...	(c) 54·22	3·75	57·97		...	...	...	...	...
99	Jetalsar-Rajkot	J. R.	12-4-93	46·21	...	46·21	4·66	50·87		...	...	...	...	...
100	Jodhpur	J. B.	24-6-82	525·00	...	525·00	26·51	551·51	J. B. Ry. ...	...	...	...	...	...
101	Morvi	M. R. W.	11-3-88	73·94	...	73·94	6·77	80·71	Morvi Durbar	...	...	...	...	...
102	Udaipur-Chitorgarh . . .	U. C.	1-8-95	67·30	...	67·30	4·66	71·96	Udaipur Durbar.	...	...	...	...	...
	Total .	...	...	1,467·65	...	1,467·65	111·07	1,578·72	...	...	...	...	91·39	...
	2′ 6″ gauge.													
103	Cutch	C.	18-5-05	36·78	...	36·78	2·70	39·48	Cutch Durbar	...	...	...	...	...
104	Dholpur-Bari.	D. B.	24-2-08	19·62	...	19·62	3·86	23·48	Dholpur Durbar.	...	...	...	...	...
105	Morvi	M. R. W.	24-3-87	18·89	...	18·89	2·68	21·57	Morvi Durbar	...	...	...	...	...
	Total .	...	...	75·29	...	75·29	9·24	84·53	...	...	...	...	...	...
	2′ 0″ gauge.													
106	Pipar Road-Bhavi Light . .	P.B.	25-11-10	19·00	...	19·00	0·70	19·70	Jodhpur Durbar.	25-11-10	Pipar Road.	Bhavi.	19·00	...
	TOTAL NATIVE STATE LINES WORKED BY NATIVE STATES .	...	...	1,561·94	...	1,561·94	121·01	1,682·95	...	...	...	...	110·39	...
														XIV.—NATIVE STATE LINES
	5′ 6″ gauge.													
107	Bhopal Itarsi (Native State section).	B. I.	18-11-84	44·28	...	44·28	25·31	69·59	G. I. P. Ry. Co.	...	...	...	...	...
108	Bhopal-Ujjain	B. U.	11-11-96	113·27	...	113·27	8·96	122·23		...	...	...	...	...
109	Bina-Goona-Baran . . .	B. G. B.	23-9-95	145·61	...	145·61	11·60	157·21		...	...	...	...	...
110	Kolar Gold-fields	K. G.	1-6-04	9·88	...	9·88	5·83	15·71	M. and S. M. Ry. Co.	...	...	...	...	...
111	Nagda-Ujjain	N. U.	15-7-96	34·32	...	34·32	1·06	35·38	B., B. & C. I. Ry. Co.	...	...	...	...	...
112	Nizam's Guaranteed State .	N. G. S.	9-10-74	330·13	...	(d) 330·13	44·48	374·61	N. G. S. Ry. Co.	...	...	...	...	...
113	Petlad-Cambay (Anand-Tarapur section).	P. C. A.	5-5-90	21·50	...	21·50	2·05	23·55	B. B. & C. I. Ry. Co.	...	...	...	...	...
114	Petlad-Cambay (Tarapur-Cambay section).	P. C. T.	20-6-01	12·30	...	12·30	2·16	14·46		...	...	...	...	...
	Total .	...	...	711·29	...	711·29	101·45	812·74	...	...	...	...	...	...
	3′ 3½″ gauge.													
115	Birur-Shimoga	B. S. G.	1-12-99	37·92	...	37·92	4·57	42·49	M. & S. M. Ry. Co.	...	..	...	...	...
116	Gaekwar's Mehsana . . .	G. M.	21-3-87	138·00	...	138·00	15·24	153·24	B. B. & C. I. Ry. Co.	...	...	...	...	...
117	Hindupur (Yesvantpur-Mysore Frontier).	H.	15-12-92	51·35	...	51·35	4·03	55·38	M. & S. M. Ry. Co.	...	...	...	...	...
	Carried over .	...	...	227·27	...	227·27	23·84	251·11	...	...	...	...	...	...
		...	...	5,870·90	...	5,870·90	702·95	6,573·85	...	...	...	...	428·29	...

1—*contd.*

sanctioned for construction.

AGE OPENED FROM 1st ARY TO 31st MARCH 1911.			MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1910.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1st JANUARY TO 31st MARCH 1911.					Serial No.	Remarks.
Section opened.		Mileage opened.	Date of sanction	Agency for construction.	Section sanctioned		Mileage sanctioned.	Date of sanction.	Agency for construction.	Section sanctioned		Mileage sanctioned.		
From	To				From	To				From	To			
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	154·29	...	...	...	...	519·01	...	...	...	...	27·98		

II—*contd.*

do not pass through the Government accounts—contd.

PANIES' LINES.

...	...	...	...	...	...	...	...	...	...	...	...	...	89	
Dehri-on-Sone.	Rohtas	23·80	10-11-08	D. R. L. Ry. Co.	Dehri-on-Sone.	Rohtas	23·80	...	...	...	...	...	90	Since opened.
...	...	...	13-2-06	Burma Rys. Co.	Madaya	Mandalay (Zegyo.)	16·00	...	...	...	...	...	91	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	92	
...	...	23·80	...	...	...	...	39·80	...	...	...	...	...		
...	...	...	5-1-09	A. P. Ry.	Avadi	Poonamallee	6·50	...	...	...	...	...	93	Not commenced.
...	...	...	15-12-09	J. L. Ry. Co.	Jagadhri station.	Jagadhri city.	3·31	...	...	...	...	...	94	Work commenced.
...	...	...	...	...	...	...	9·81	...	...	...	...	...		
...	...	23 80	...	...	...	...	49·61	...	...	...	...	...		

WORKED BY NATIVE STATES.

...	...	...	16-11-09	B. G. J. P. Ry.	Bantva	Kutiyana	10·40	...	...	...	...	...	95	Work commenced.
			23-2-10		Dhasa	Kundla	35·41							Work commenced.
							45·81							
...	...	...	4-9-07	J. B. Ry.	Churu	Hissar	(b)79·36	23-2-11	J. B. Ry.	Bikaner.	Ratangarh.	83·00	96	(b) Work commenced. Not commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	97	
...	...	...	...	...	...	...	...	...	...	...	...	...	98	
...	...	...	...	...	...	...	...	...	...	...	...	...	99	
...	...	...	...	...	...	...	...	...	...	...	...	...	100	
...	...	...	...	...	...	...	...	...	...	...	...	...	101	
...	...	...	...	...	...	...	...	...	...	...	...	...	102	
...	...	...	...	...	...	...	125·17	...	...	...	...	83·00		
...	...	...	...	...	...	...	...	...	...	...	...	...	103	
...	...	...	...	...	...	...	...	...	...	...	...	...	104	
...	...	...	...	...	...	...	...	...	...	...	...	...	105	
...	...	...	...	...	...	...	...	...	...	...	...	...	106	
...	...	...	...	...	...	...	125·17	...	...	...	...	83·00		

WORKED BY COMPANIES.

...	...	...	...	...	...	...	...	...	...	...	...	...	107	
...	...	...	...	...	...	...	...	...	...	...	...	...	108	
...	...	...	...	...	...	...	...	...	...	...	...	...	109	
...	...	...	...	...	...	...	...	...	...	...	...	...	110	
...	...	...	...	...	...	...	...	...	...	...	...	...	111	
...	...	...	...	...	...	...	...	...	...	...	...	...	112	
...	...	...	...	...	...	...	...	...	...	...	...	...	113	
...	...	...	...	...	...	...	...	...	...	...	...	...	114	
...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	115	
...	...	...	...	...	...	...	...	...	...	...	...	...	116	
...	...	...	...	...	...	...	...	...	...	...	...	...	117	
...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	178·09	...	...	...	...	693·79	...	...	...	...	110·98		

(a) Includes 2·88 miles of dock estate and 6·05 miles of quarry lines.

(b) Includes 3·93 miles of dock estate lines.

(d) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad over which the Hyderabad-Godavari Valley railway trains also work.

APPENDIX

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Abbreviations of names of railways.	Date of first opening for traffic.	MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1910. Single track.	Double or more tracks.	Total.	Sidings in miles.	Total length of track in miles (treating double, treble, etc., as 2, 3, or more tracks) including sidings.	Agency for working.	MILEAGE OPENED DURING THE CALENDAR YEAR 1910. Date of opening.	Section opened From	To	Mileage opened.	MILE JANU Date of opening.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Brought forward	...	...	5,870·90	...	5,870·90	702·95	6,573·85	...	...	...	...	428·29	...
		...	...	227·27	...	227·27	23·84	251·11	...	...	...	...	...	...

-PART

Railways, the transactions of which do not

XIV.—NATIVE STATE LINES WORK

	3' 3½" gauge—concld.													
118	Hyderabad-Godavari Valley	H. G. V.	21-10-99	391·13	...	391·13 (a)	45·23	436·36	N. G. S. Ry. Co.	...	...	...	...	...
119	Jaipur	J. S. M.	10-11-05	72·84	...	72·84	7·28	80·12	B. B., & C. I. Ry. Co.	...	...	...	...	...
120	Kolhapur	K. L.	21-4-91	29·27	...	29·27	1·89	31·16	M. & S.M. Ry. Co.	...	...	...	...	...
121	Mysore-Nanjangud	M. N.	1-12-91	15·80	...	15·80	1·09	16·89		...	...	...	...	...
122	Sangli	S.	1-4-07	4·90	...	4·90	0·29	5·19		...	...	...	...	...
123	Shoranur-Cochin	S. C.	2-6-02	64·75	...	64·75	6·58	71·33	S. I.Ry. Co.	...	...	...	...	...
124	Tinnevelly-Quilon (Travancore) (Native State section).	T. Q. N.	1-8-03	58·05	...	58·05	13·57	71·62		...	...	...	...	...
125	Vijapur-Kalol-Kadi	V. K. K.	10-6-02	41·37	...	41·37	4·01	45·38	B. B. & C. I. Ry. Co.	...	...	...	...	...
	Total	...	...	905·38	...	905·38	103·78	1,009·16	...	...	...	...	...	...
	2' 6" gauge.													
126	Gaekwar's-Dabhoi	G. D.	8-4-73	94·48	...	94·48	8·08	102·56	B. B.&C.I. Ry. Co.	...	...	...	...	...
127	Kosamba-Zankavav	K. Z.	...	...	...	...	...	...		...	...	...	...	...
128	Mourbhanj	M. B.	20-1-05	32·41	...	32·41	1·72	34·13	B.N. Ry. Co.	...	...	...	...	...
129	Parlakimedi Light	P. L. L.	1-4-00	24·62	...	24·62	1·68	26·30		...	...	...	...	...
130	Rajpipla	R.	1-7-97	37·37	...	37·37	4·07	41·44	B. B. & C. I. Ry. Co.	...	...	...	...	...
	Total	...	...	188·88	...	188·88	15·55	204·43	...	...	...	...	...	...
	2' 0" gauge.													
131	Gwalior Light	G.L.	2-12-99	249·96	...	249·96	9·48	259·44	G. I. P. Ry.Co	...	...	...	...	...
	TOTAL NATIVE STATE LINES WORKED BY COMPANIES	...	...	2,055·51	...	2,055·51	230·26	2,285·77	...	...	...	...	...	...

XV.—NATIVE STATE LINES WORKED

	5' 6" gauge.													
132	Jammu and Kashmir (Native State section).	J. K.	15-3-90	15·79	...	15·79	3·23	19·02	N. W. Ry.	...	...	...	...	...
133	Khanpur-Chachran	K. C.	...	...	...	...	...	...		...	...	...	...	...
134	Ludhiana-Dhuri-Jakhal	L. D. J.	10-4-01	78·65	...	78·65	5·56	84·21		...	...	...	...	...
135	Rajpura-Bhatinda	R. B.	1-11-84	106·45	...	106·45	14·68	121·13		...	...	...	...	...
	Total	...	...	200·89	...	200·89	23·47	224·36	...	...	...	...	...	...
	3' 3½" gauge.													
136	Cooch Behar	C. B.	15-9-93	33·27	...	33·27	1·70	34·97	E. B. S. Ry.	...	...	...	...	...
	2' 6" gauge. *Nil.*													
	2' 0" gauge. *Nil.*													
	TOTAL NATIVE STATE LINES WORKED BY STATE RAILWAY AGENCY	...	...	234·16	...	234·16	25·17	259·33	...	...	...	...	...	...
	5' 6" gauge. *Nil.*													
	3' 3½" gauge.													

XVI.—LINES IN FOREIGN

137	Karaikkal-Peralam	K. P.	14-3-98	14·65	...	14·65	2·13	16·78	S. I. Ry. Co.	...	...	...	...	...
138	Pondicherry	P.	15-12-79	7·85	...	7·85	1·88	9·73		...	...	...	...	...
139	West of India Portuguese	W. I. P.	17-1-87	51·10	...	51·10	15·07	66·17	M. & S. M. Ry. Co.	...	...	...	...	...
	Total	...	...	73·60	...	73·60	19·08	92·68	...	...	...	...	...	...
	2' 6" gauge. *Nil.*													
	2' 0" gauge. *Nil.*													
	TOTAL FOREIGN LINES.	...	...	73·60	...	73·60	19·08	92·68	...	—	...	...	...	...
	TOTAL PART II	...	...	7,522·88	...	7,522·88	876·01	8,398·89	...	...	...	...	428·29	...
	TOTAL PART I	...	...	22,281·81	2,294·61	24,576·42	5,596·68	32,437·00	...	...	...	...	173·98	...
	GRAND TOTAL OF ALL RAILWAYS	...	...	29,804·69	2,294·61	32,099·30	6,472·69	40,835·89	...	...	...	...	(b) 602·27	...

I—*concld.*

sanctioned for construction.

AGE OPENED FROM 1st ARY TO 31st MARCH 1911.			MILEAGE SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1910.					MILEAGE SANCTIONED OR UNDER CONSTRUCTION FROM 1st JANUARY TO 31st MARCH 1911.					Serial No.	REMARKS.
SECTION OPENED.		Mileage opened.	Date of sanction.	Agency for construction.	SECTION SANCTIONED		Mileage sanctioned.	Date of sanction.	Agency for construction.	SECTION SANCTIONED		Mileage sanctioned.		
From	To				From	To				From	To			
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
...	...	178·09	..	...		...	693·79	...	...	...	...	110·98	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	

II—*concld.*

***pass through the Government accounts*—concld.**

ED BY COMPANIES—*concld.*

...	...	...	13-3-09	N. G. S. Ry. Co.	Purna	Hingoli	50·26	...	...	...	...	...	118	(a) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Hyderabad and Secunderabad over which Nizam's Guaranteed State railway trains also work.
...	...	...	...	...	...	...	...	...	...	...	...	...	119	
...	...	...	...	...	...	...	...	...	...	...	...	...	120	
...	...	...	...	...	...	...	...	...	...	...	...	...	121	
...	...	...	...	...	...	...	...	...	...	...	...	...	122	
...	...	...	...	...	...	...	...	...	...	...	...	...	123	
...	...	...	...	...	...	...	...	...	...	...	...	...	124	
...	...	...	26-7-10	Baroda Durbar.	Kadi	Dewasna	5·79	...	...	...	...	...	125	Work commenced.
...	...	...	...	...	...	...	56·05	...	...	...	...	...		
...	...	...	5-1-09	Baroda Durbar	Sankheda Bahadarpur	Bhatpur	12·50	...	...	...	...	...	126	Work commenced.
			5-1-09		Ghantoli	Songir	2·25	...	...	...	...	...		Not commenced.
			22-1-09		Miyagam	Sinor	20·02	...	...	...	...	...		Work commenced.
			4-10-10		Sinor	Malsar	4·65	...	...	...	...	...		Work commenced.
			17-1-10		Dabhoi	Jarod	24·78	...	...	...	...	...		Work commenced.
							64·20							
...	...	...	19-10-07	B., B. & C. I. Ry. Co.	Kosamba	Zankavav	26·12	...	...	...	...	...	127	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	128	
...	...	...	...	...	...	...	...	...	...	...	...	...	129	
...	...	...	...	...	...	...	...	...	...	...	...	...	130	
...	...	...	...	...	...	...	90·32	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	131	
...	...	...	...	...	...	...	146·37	..	...	...	...	...		
BY STATE RAILWAY AGENCY.														
...	...	...	...	...	...	...	...	...	...	...	...	...	132	The British section of this railway form an integral portion of the N. W. State railway.
...	...	...	13-8-09	N. W. Ry.	Khanpur	Chachran	22·02	...	...	...	...	...	133	Work commenced.
...	...	...	...	...	...	...	...	...	...	...	...	...	134	
...	...	...	...	...	...	...	...	...	...	...	...	...	135	
...	...	...	...	...	...	...	22·02	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	136	
...	...	...	...	...	...	...	22·02	...	...	...	...	...		
TERRITORY.														
...	...	...	...	...	...	...	...	...	...	...	...	...	137	
...	...	...	...	...	...	...	...	...	...	...	...	...	138	
...	...	...	...	...	...	...	...	...	...	...	...	...	139	
...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	178·09	...	...	...	...	862·18	...	...	...	...	110·98		(b) This is the actual mileage opened. The *net* mileage added (*i.e.*, mileage actually opened, *plus* or *minus* corrections of mileage, due to realignments, remeasurements, abandonments, etc.) during 1910 is 609·38 miles.
...	...	121·42	...	...	...	...	1,762·80	...	...	...	...	328·23		
...	...	299·51	...	...	...	...	2,624·98	...	...	...	...	439·21		

APPEN

(i) *Capital outlay during the year and (ii)*

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	Capital outlay during the year (in thousands of rupees).					Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Suspense (Net addition to + or net reduction of − the stores balance at the end of the year).	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
									PART
									Railways, the transactions of which
									I.—STATE LINES WORKED
3	(a)	Eastern Bengal State . . . . 5′ 6″ gauge	...	8,40	29,87	9,20	47,47	12,76,35	...
3	(b)	Eastern Bengal State . . 3′ 3⅜″ and 2′ 6″ gauges	...	10,91	18,43	−4,06	25,28	10,42,17	78
...	...	Lower Ganges Bridge . . . 5′ 6″ gauge	44,34	...	...	10,56	54,90	...	53,09
8	(a)	North Western State, Commercial section „	12,09	34,51	1,20,59	−42,43	1,24,76	49,29,86	48,38
		„ „ Military „ . . . „	...	...	4,75	...	4,75	17,64,78	49,60
8	(i)	Kalka-Simla . . . . . 2′ 6″ gauge	...	2,61	3,49	...	6,10	1,94,25	...
8	(j)	Kohat-Thal . . . . . „	...	...	9	...	9	42,78	...
8	(k)	Nowshera-Durgai . . . . „	...	...	3	...	3	25,68	...
8	(n)	Trans Indus (Kalabagh-Bannu) . . „	3,98	...	...	4,07	8,05	...	3,92
9	(a)	Oudh and Rohilkhand State . . . 5′ 6″ gauge	23,35	11,91	52,79	−8,48	79,57	17,75,04	24,10
9	(c)	Cawnpore-Burhwal . . . . 3′ 3⅜″ gauge							
41	(a)	Jorhat Provincial State . . . . 2′ 0″ gauge	...	6	10	−1	15	9,33	...
		Total .	83,76	68,40	2,30,14	−31,15	3,51,15	1,10,60,24	1,79,87
									II.—STATE LINES WORKED
1	(a)	Bengal-Nagpur . . . . . 5′ 6″ gauge	17,33	16,48	36,55	−17,93	52,43	29,62,02	27,37
1	(b)	Gondia-Chanda . . . . . 2′ 6″ gauge							
1	(c)	Jubbulpore-Gondia extension . . „							
1	(f)	Purulia-Ranchi . . . . . „	23,90	6,41	83	−3	31,11	3,23,73	33,53
1	(g)	Raipur-Dhamtari . . . . . „							
1	(h)	Nagpur-Chhindwara . . . . . „							
2	(a)	Bombay, Baroda and Central India § . . 5′ 6″ gauge	...	12,66	19,46	−18,57	13,55	§13,87,04	...
2	(b)	Godhra-Rutlam-Nagda . . . . „	...	...	6,21	...	6,21	1,91,16	...
2	(c)	Nagda-Muttra . . . . . „	...	10,69	10,08	−7,31	13,46	3,99,12	...
2	(l)	Palanpur-Deesa ‖ . . . . 3′ 3⅜″ gauge	...	...	...	...	...	2,46	...
2	(m)	Rajputana-Malwa . . . . . „	...	14,40	6,56	−13,38	7,58	15,40,08	...
4	(a)	East Indian . . . . . 5′ 6″ gauge	27,92	39,49	37,54	−49,73	55,22	58,53,35	74,66
		Carried over .	69,15	1,00,13	1,17,23	−1,06,95	1,79,56	1,26,58,96	1,35,61

NOTE 1.—In this statement the figures in the column headed "Equivalent in sterling" have been calculated in the following manner:—

(i) In the case of railways purchased from the old Guaranteed Companies* the outlay since purchase, as recorded in rupees in India has been converted at Rs. 15=£1 and added to the sterling capital issued by the Companies before purchase.

* East Indian.
Eastern Bengal.
Oudh and Rohilkhand.
Sindh-Punjab and Delhi (North Western).
South Indian.
Great Indian Peninsula.
Bombay, Baroda and Central India.
Madras (now included under the Madras and Southern Mahratta and South Indian railway systems).

(ii) In the case of railways constructed from State funds as well as in the case of lines purchased† out of funds provided by the State for the construction of railways, the total expenditure as recorded in rupees in India has been converted at Rs. 15=£1.

† Nilgiri (South Indian railway).
Sagauli-Raxaul (Tirhoot State railway).
Brahmaputra-Sultanpur. } Eastern Bengal
Ranaghat-Krishnagar. } State railway.

(iii) In the case of Companies' lines, and those guaranteed under modern contracts‡, branch lines and private companies' lines, as well as Native State lines and lines in Foreign territory, if the capital was raised or advanced by the State in sterling, the sterling figures have been taken. And if it was raised or advanced in rupees the expenditure has been converted at Rs. 15=£1.

‡ Assam-Bengal.
Bengal-Nagpur.
Bengal Central (Eastern Bengal State railway).
Burma.
Indian Midland.
Lucknow-Bareilly.
Mysore.
Madras and Southern Mahratta.

DIX 2.

Total capital outlay to end of the year 1910.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts.)		Total capital outlay, including ferries and suspense.		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 7 of Appendix 1).	Of single track including sidings (calculated on mileage in column 9 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
I.												
pass through the Government Accounts.												
BY THE STATE.												
2,50	1,44	23,09	...	1,08,80	...	14,08,24	...	14,08,24	17,608	(*a*)	3	
1,08	89	29,86	...	15	2	10,72,18	80	10,72,93		(*b*)	3	
...	...	...	...	...	21,59	...	74,68	74,68	4,98	...	...	
2,05	1,53	39,89	...	2,40,67	17,19	52,10,42	65,57	52,75,99		(*a*)	8	
1,53	1,24	2,64	...	...	...	17,67,42	49,60	18,17,02				
3,24	2,87	...	...	...	...	1,94,25	...	1,94,25	52,059	(*i*)	8	
69	66	...	...	...	...	42,78	...	42,78		(*j*)	8	
64	56	28	...	...	...	25,96	...	25,96		(*k*)	8	
...	...	...	6	...	4,07	...	8,05	8,05	54	(*n*)	8	
1,28	1,07	...	...	58,41	57	18,33,45	24,67	18,58,12	15,512	(*a*)	9	
										(*c*)	9	
31	29	...	...	35	...	9,68	...	9,68	65	(*a*)	41	
...	...	95,76	6	4,08,38	43,44	1,15,64,38	2,23,37	1,17,87,75	85,793			
BY COMPANIES.												
1,64	1,31	46,88	...	81,33	12	30,90,23	27,49	31,17,72	21,622	(*a*)	1	
										(*b*)	1	
										(*c*)	1	
55	51	...	...	...	1	3,23,73	33,59	3,57,32	2,382	(*f*)	1	
										(*g*)	1	
										(*h*)	1	§ Includes the capital outlay on the Patri branch (Rs. 8,08,405).
2,73	1,54	...	...	45,20	...	14,32,24	...	14,32,24	12,178	(*a*)	2	
1,35	1,21	...	...	...	...	1,91,16	...	1,91,16	1,274	(*b*)	2	‖ The expenditure shown against this railway in this part represents the capital outlay incurred by Government.
1,18	1,00	...	...	36	...	3,99,48	...	3,99,48	2,663	(*c*)	2	
¶ 25	¶ 23	...	...	...	...	2,46	...	2,46	16	(*l*)	2	
86	72	...	...	87,39	...	16,27,47	...	16,27,47	10,850	(*m*)	2	
2,65	1,57	19,60	...	1,34,36	26	60,07,31	74,92	60,82,23	48,740	(*a*)	4	¶ Calculated on the outlay incurred by Government and the Palanpur Durbar.
...	...	66,48	...	3,48,64	39	1,30,74,08	1,36,00	1,32,10,08	99,725			

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

	£		Rs.
East Indian railway	6,550,000 @ Rs. 15	= £1 =	9,82,50,000
Eastern Bengal railway	1,136,437	,, =	1,70,46,555
Sindh-Punjab and Delhi railway	2,933,804	,, =	4,40,07,060
South Indian railway	989,277	,, =	1,48,39,155
Oudh and Rohilkhand railway	1,036,049	,, =	1,55,40,735
Great Indian Peninsula railway	14,859,218	,, =	22,28,88,270
Bombay, Baroda and Central India railway	4,135,280	,, =	6,20,29,200
Madras railway	2,561,928	,, =	3,84,28,920

APPEN

(i) *Capital outlay during the year and* (ii)

Classification No. of Railway (Detailed in "Index" to Appendix 9)		Railways.	Capital outlay during the year (in thousands of rupees).					Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Suspense (Net addition to + or net reduction of − the stores balance at the end of the year.)	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
									PART II.—STATE LINES WORKED
		Brought forward	69,15	1,00,13	1,17,23	—1,06,95	1,79,56	1,26,58,96	1,35,61
5	(a)	Great Indian Peninsula . . . . 5′ 6″ gauge	39,36	34,65	63,50	1,80	1,39,31	36,68,36	58,59
5	(b)	Agra-Delhi Chord . . . . „	...	...	3,64	...	3,64	1,34,33	...
5	(c)	Baran-Kotah . . . . . „	...	...	15	...	15	45,67	...
5	(d)	Bhopal-Itarsi (British section) . . „	...	...	*1,25	...	*1,25	37,53	...
5	(g)	Indian Midland . . . . „	...	5,49	8,99	...	14,48	12,42,19	...
6	(a)	Madras and Southern Mahratta . . „	...	10,62	20,24	—1,39	29,47	16,87,97	...
6	(c)	Madras and Southern Mahratta . 3′ 3⅜″ gauge	...	6,87	5,12	—25	11,74	12,93,72	...
6	(f)	Dhone-Kurnool . . . . . „	...	...	26	...	26	9,51	...
6	(j)	Mysore section (M. and S. M.) . „	...	†1,56	†35	†89	†2,80	1,72,12	...
7	(b)	Bezwada extension . . . . . 5′ 6″ gauge	...	...	—4	...	—4	12,02	...
10	(a)	South Indian . . . . . „	...	14,26	1,50	2,40	18,16	6,37,74	...
10	(b)	South Indian . . . . . 3′ 3⅜″ gauge	67	15,95	5,66	1,49	23,77	7,93,15	70
10	(d)	Nilgiri . . . . . „	...	3,00	1,07	1,55	5,62	74,15	...
10	(j)	Morappur-Dharmapuri . . . 2′ 6″ gauge	3,29	...	5	...	3,34	8,33	4,13
10	(k)	Tirupattur Krishnagiri . . . „	...	...	1	27	28	10,74	...
10	(h)	Tinnevelly-Quilon (Travancore) (British section) . . . . 3′ 3⅜″ gauge	...	27	2	...	29	44,22	...
10	(i)	Tinnevelly-Quilon (Travancore) (Native State section) . . . „	...	32	—3	...	29	1,18,04	...
11	(a)	Assam-Bengal . . . . . „	4,36	5,10	9,02	—4,26	14,22	13,62,40	5,32
12	(b)	Tirhoot . . . . . „	4,70	1,48	2,35	—4,70	3,83	7,09,41	9,85
15	(a)	Burma . . . . . „	...	10,26	43,24	82	54,32	15,36,78	...
15	(b)	Burma extensions . . . . „	2,41	—5	1,04	—1,00	2,40	2,10,83	24
15	(c)	Southern Shan States . . . „	13,51	...	...	4,84	18,35	...	17,97
18	(c)	Jodhpur-Hyderabad (British section) . „	...	...	3	—62	—59	40,45	...
20	(b)	Lucknow-Bareilly . . . . . „	17,48	12	1,83	—2,66	16,77	1,25,44	26,14
		TOTAL	1,54,93	2,10,03	2,86,48	—1,07,77	5,43,67	2,66,34,06	2,58,55
									III.—COMPANIES' LINES GUARANTEED
9	(b)	Hardwar-Dehra . . . . . 5′ 6″ gauge	...	...	20	...	20	29,86	...
									IV.—LEASED
4	(c)	South Behar . . . . . 5′ 6″ gauge	...	...	...	...	...	1,19,77	...
		UNCLASSIFIED EXPENDITURE	...	...	...	...	...	...	...
		TOTAL PART I	2,38,09	2,78,43	5,16,82	—1,38,92	8,95,02	3,78,43,93	4,38,42

DIX 2—*contd.*

Total capital outlay to end of the year 1910.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay including ferries and suspense.		Grand total. (columns 17 and 18.)				
Open (calculated on mileage in column 7 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 9 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
I—*concld.*												
BY COMPANIES—*concld.*												
...	...	66,48	...	3,48,64	39	1,30,74,08	1,36,00	1,32,10,08	99,725			
2,28	1,83	...	...	1,40,88	...	38,09,24	58,59	38,67,83	32,683	(*a*)	5	
1,07	83	...	...	...	...	1,34,33	...	1,34,33	896	(*b*)	5	
1,13	1,05	...	...	...	...	45,67	...	45,67	304	(*c*)	5	
2,86	...	...	...	...	...	37,53	...	37,53	250	(*d*)	5	* Includes the expenditure on the Native State section also.
1,53	1,26	...	...	...	...	12,42,19	...	12,42,19	9,463	(*g*)	5	
1,64	1,31	...	...	49,10	...	17,37,07	...	17,37,07	23,367	(*a*)	6	
85	77	...	...	33,09	...	13,26,81	...	13,26,81		(*c*)	6	
30	27	...	...	...	...	9,51	...	9,51	63	(*f*)	6	
57	52	...	...	7,21	...	1,79,33	...	1,79,33	1,327	(*j*)	6	† Includes also the expenditure incurred on the Birur-Shimoga, Hindupur and Mysore-Nanjangud railways.
56	54	...	...	...	...	12,02	...	12,02	80	(*b*)	7	
1,43	1,22	...	...	24,00	...	6,61,74	...	6,61,74	12,967	(*a*)	10	
90	77	...	...	53,72	...	8,46,87	70	8,47,57		(*b*)	10	
2,56	2,33	...	...	1,79	...	75,94	...	75,94		(*d*)	10	
45	43	...	...	10	...	8,43	4,13	12,56		(*j*)	10	
42	40	...	...	41	...	11,15	...	11,15		(*k*)	10	
88	...	...	...	...	...	44,22	...	44,22	1,083	(*h*)	10	
2,04	...	21	...	1	...	1,18,26	...	1,18,26		(*i*)	10	
1,72	1,49	58,33	...	18,31	1,32	14,39,04	6,64	14,45,68	9,476	(*a*)	11	
90	77	11,78	...	13,99	1,09	7,35,18	10,94	7,46,12	4,974	(*b*)	12	
1,15	91	17,37	...	50,45	...	16,04,60	...	16,04,60	10,452	(*a*)	15	
1,13	96	2,17	...	63	...	2,13,63	24	2,13,87	1,426	(*b*)	15	
...	...	...	...	...	4,84	...	22,81	22,81	152	(*c*)	15	
33	29	26	...	1,62	...	42,33	...	42,33	282	(*c*)	18	
53	46	73	...	6,57	1,73	1,32,74	27,87	‡ 1,60,61	1,096	(*b*)	20	‡ Includes the outlay of Rs. 32,23 thousand or £215 thousand on State works incurred from the joint debenture stock.
...	...	1,57,33	...	7,50,52	9,37	2,75,41,91	2,67,92	2,78,09,83	210,439			
BY GOVERNMENT UNDER MODERN CONTRACTS.												
93	83	...	...	...	...	29,86	...	29,86	199	(*b*)	9	
LINES.												
1,51	1,36	...	...	...	...	1,19,77	...	1,19,77	798	(*c*)	4	
...	...	...	...	...	...	...	...	1,24,20	828			
...	...	2,53,09	6	11,58,90	52,81	3,92,55,92	4,91,29	3,98,71,41	298,060			

APPEN

(i) *Capital outlay during the year and*

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	Capital outlay during the year (in thousands of rupees).					Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Suspense (Net addition to + or net reduction of — the stores balance at the end of the year).	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
									PART
									Railways, the transactions of which
									V.—DISTRICT
6	(*d*)	Bezwada-Masulipatam . . . . 3′ 3⅜″ gauge	...	...	32	...	32	21,57	...
10	(*g*)	Tanjore District Board . . . . ,,	...	...	36	...	36	48,45	...
		Total .	...	...	68	...	68	70,02	...
									VI.— BRANCH LINE COMPANIES' RAILWAYS
2	(*g*)	Tapti Valley . . . . . 5′ 6″ gauge	...	...	10	...	10	1,31,21	...
2	(*h*)	Ahmedabad-Dholka . . . . . 3′ 3⅜″ gauge	...	...	6	...	6	11,11	...
2	(*i*)	Ahmedabad-Parantij . . . . . ,,	7,92	...	47	...	8,39	20,80	7,92
3	(*d*)	Mymensing-Jamalpur-Jagannathganj . ,,	...	...	47	...	47	25,31	...
8	(*b*)	Amritsar-Patti . . . . . 5′ 6″ gauge	8,71	...	55	—1	9,25	26,67	...
8	(*f*)	Southern Punjab . . . . . ,,	...	...	3,49	...	3,49	2,39,19	...
8	(*g*)	Southern Punjab, "Ludhiana" extension ,,	...	...	27	...	27	89,40	...
8	(*h*)	Sutlej Valley . . . . . ,,	62,13	...	...	—13,70	48,43	1,53,76	...
		Total .	78,76	...	5,41	—13,71	70,46	6,97,45	7,92
									VII.—COMPANIES' LINES GUARAN
									Nil.
									VIII.—ASSISTED COMPANIES' LINES SUBSIDIZED
4	(*b*)	Delhi-Umballa-Kalka . . . . 5′ 6″ gauge	...	...	8,98	...	8,98	1,75,46	...
20	(*a*)	Rohilkund and Kumaon . . . . 3′ 3⅜″ gauge	14,06	1,77	—1,65	1,17	15,35	1,35,35	15,21
		Total .	14,06	1,77	7,33	1,17	24,33	3,10,81	15,21
									IX.—ASSISTED COMPANIES' LINES SUBSIDIZED
17	(*a*)	Dibru-Sadiya . . . . . 3′ 3⅜″ gauge	51	92	9	...	1,52	91,46	3,98
37	(*a*)	Darjeeling-Himalayan . . . . 2′ 0″ gauge	...	—1	10	13	22	36,15	...
		Total .	51	91	19	13	1,74	1,27,61	3,98
									X.—ASSISTED COMPANIES' LINES SUBSIDIZED
13	(*a*)	Bengal Dooars . . . . . 3′ 3⅜″ gauge	...	1	1,32	...	1,33	28,38	...
22	(*a*)	Arrah-Sasaram Light . . . . 2′ 6″ gauge	13,27	1,94	...	...	15,21	...	15,21
24	(*a*)	Baraset-Basirhat Light . . . . ,,	5,30	83	1,10	37	7,60	21,24	...
26	(*a*)	Bukhtiarpore-Behar Light . . . ,,	...	...	1	3	4	11,83	...
35	(*a*)	Tezpore-Balipara Light . . . . ,,	...	...	...	...	...	4,87	...
38	(*a*)	Howrah-Amta Light . . . . 2′ 0″ gauge	...	40	49	—46	43	21,62	...
39	(*a*)	Howrah-Sheakhala Light . . . . ,,	...	...	1	4	5	6,34	...
		Total .	18,57	3,18	2,93	—2	24,66	94,28	15,21

DIX 2—*contd.*

(ii) Total capital outlay to end of the year 1910.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, including ferries and suspense.		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 7 of Appendix 1)	Of single track, including sidings (calculated on mileage in column 9 of Appendix 1).	Open	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
II.												
do not pass through the Government accounts.												
BOARDS' LINES.												
42	36	...	...	...	...	21,57	...	21,57	144	(*d*)	6	
47	43	...	...	...	...	48,45	...	48,45	323	(*g*)	10	
...	...	..	...	...	...	70,02	...	70,02	467			
ASSISTED BY GOVERNMENT UNDER "REBATE" TERMS.												
84	79	...	...	...	...	1,31,21	...	1,31,21	875	(*g*)	2	
33	31	...	...	...	...	11,11	...	11,11	74	(*h*)	2	
38	33	...	...	...	...	20,80	7,92	28,72	191	(*i*)	2	
46	39	...	...	...	...	25,31	...	25,31	169	(*d*)	3	
49	44	...	...	...	...	26,67	...	26,67	178	(*b*)	8	
56	48	...	...	...	...	2,39,19	...	2,39,19	1,458	(*f*)	8	
59	53	..	...	1	...	89,41	...	89,41	597	(*g*)	8	
73	65	...	...	1,19	...	1,54,95	...	1,54,95	1,033	(*h*)	8	
...	...	...	...	1,20	...	6,98,65	7,92	7,06,57	4,575			
TEED BY NATIVE STATES.												
Nil.												
BY THE GOVERNMENT OF INDIA.												
91	82	...	...	...	...	1,75,46	...	1,75,46	1,240	(*b*)	4	
67	59	...	...	27	1,45	1,35,62	16,66	1,52,28	1,049	(*a*)	20	
...	...	...	...	27	1,45	3,11,08	16,66	3,27,74	2,289			
BY LOCAL GOVERNMENTS.												
1,18	1,00	23	...	1,50	...	93,19	3,98	97,17	648	(*a*)	17	
71	66	...	...	1,79	...	37,94	...	37,94	253	(*a*)	37	
...	...	23	...	3,29	...	1,31,13	3,98	1,35,11	901			
BY DISTRICT BOARDS.												
78	70	1,35	...	1	...	29,74	...	29,74	192	(*a*)	13	
...	...	...	...	...	...	...	15,21	15,21	101	(*a*)	22	
42	...	...	...	57	...	21,81	...	21,81	145	(*a*)	24	
42	...	...	...	18	...	12,01	...	12,01	80	(*a*)	26	
24	23	...	...	...	...	4,87	...	4,87	32	(*a*)	35	
49	...	...	...	62	...	22,24	...	22,24	148	(*a*)	38	
32	...	...	...	22	...	6,56	...	6,56	44	(*a*)	39	
...	...	1,35	...	1,60	...	97,23	15,21	1,12,44	742			

APPEN

(i) *Capital outlay during the year and*

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Capital outlay during the year (in thousands of rupees).					Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Suspense (net addition to + or net reduction of—the stores balance at the end of the year).	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
									PART
									XI.—ASSISTED COMPANIES' LINES RECEIVING
4	(d)	Tarkessur . . . . . 5′ 6″ gauge	...	...	1	...	1	18,03	...
5	(i)	Matheran . . . . . 2′ 0″ gauge	...	10	12	...	22	11,34	...
12	(a)	Bengal and North-Western . . . 3′ 3⅜″ gauge	45,25	3,68	5,29	—7,22	47,00	7,75,45	80,15
13	(b)	Bengal Dooars extensions . . . „	...	...	51	20	71	90,34	...
16	(a)	Deoghur . . . . . „	...	...	...	...	...	2,97	...
18	(d)	Mirpur Khas-Jhudo . . . . . „	...	...	—16	...	—16	7,21	...
18	(e)	Mirpur Khas-Khadro . . . . . „	4	...	...	...	4	...	4
20	(c)	Powayan Light . . . . . 2′ 6″ gauge	...	...	...	...	...	8,95	...
25	(a)	Barsi Light . . . . . „	4,27	23	56	2,95	8,01	49,87	8,00
27	(a)	Champaner-Shivrajpur Light . . . „	2,51	1,05	...	1,43	4,99	...	6,53
31	(a)	Dwara-Therria Light . . . . . „	...	...	...	...	...	...	10,02
33	(a)	Shahdara (Delhi)-Saharanpur Light . „	...	...	14	20	34	41,40	...
		Total .	52,07	5,06	6,47	—2,44	61,16	10,05,56	1,04,74
									XII.—UNASSISTED
17	(b)	Ledo and Tikak-Margherita . . . 3′ 3⅜″ gauge	...	...	...	...	...	16,94	...
15	(d)	Madaya Light . . . . . 2′ 6″ gauge	†20	†9	...	...	†29	...	†1,91
29	(a)	Dehri-Rohtas Light . . . . . „	3,57	...	...	...	3,57	...	4,70
34	(a)	Tarakeshwar-Magra Light . . . „	...	13	7	...	20	11,02	...
40	(a)	Jagadhri Light . . . . . 2′ 0″ gauge	30	...	...	21	51	...	30
		Total .	4,07	22	7	21	4,57	27,96	6,91
									XIII.—NATIVE STATE LINES WORKED
14	(a)	Bhavnagar-Gondal-Junagad-Porbandar . 3′ 3⅜″ gauge	8,11	4,33	69	1,44	14,57	1,89,98	7,43
14	(b)	Dhrangadra . . . . . „	...	...	1	...	1	5,87	...
14	(c)	Jamnagar . . . . . „	...	6	1	...	7	23,24	...
14	(d)	Jetalsar-Rajkot . . . . . „	...	...	11	...	11	16,14	...
18	(a)	Jodhpur . . . . . „	1	1,50	64	81	2,96	1,40,39	3
18	(b)	Bikaner . . . . . „	2,21	3,60	5,28	...	11,09	67,89	13,89
19	(a)	Morvi (including 2′ 6″ gauge) . . . „	...	1,31	3	61	1,95	48,84	...
21	(a)	Udaipur-Chitorgarh . . . . . „	...	1	...	...	1	20,97	...
28	(a)	Cutch . . . . . 2′ 6″ gauge	...	...	...	...	...	9,43	...
30	(a)	Dholpur-Bari . . . . . „	...	2	3	...	5	6,97	...
42	(a)	Pipar Road-Bhavi Light . . . 2′ 0″ gauge	1,72	24	...	...	1,96	1,96	...
		Total .	12,05	11,07	6,80	2,86	32,78	5,31,68	21,29

DIX 2—*contd.*

(ii) Total capital outlay to end of the year 1910.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc, not finally charged off in the accounts).		Total capital outlay, including ferries and suspense.		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 7 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 9 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
II—*contd.*												
LAND ONLY FROM GOVERNMENT.												
81	70	...	...	...	...	18,03	..	18,03	120	(*d*)	4	
90	83	...	...	...	...	11,34	...	11,34	76	(*i*)	5	
69	59	24,06	...	6,02	6,49	8,05,53	86,64	8,92,17	6,200	(*a*)	12	
78	70	...	...	1,73	...	92,07	...	92,07	614	(*b*)	13	
63	...	...	...	...	...	2,97	...	2,97	20	(*a*)	16	
14	13	...	...	...	...	7,21	...	7,21	48	(*d*)	18	
...	...	...	...	...	...	...	4	4	...	(*e*	18	
23	23	...	...	...	...	*8,95	...	8,95	60	(*c*)	20	* Includes the expenditure of Rs. 6,18,993 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.
63	57	...	...	47	2,99	50,34	10,99	61,33	409	(*a*)	25	
...	...	...	...	...	1,65	...	8,18	8,18	55	(*a*)	27	
...	...	...	...	...	...	...	10,02	10,02	67	(*a*)	31	
45	41	...	...	27	...	41,67	...	41,67	278	(*a*)	33	
...	...	24,06	...	8,49	11,13	10,38,11	1,15,87	11,53,98	7,947			
COMPANIES' LINES.												
3,08	1,29	...	...	..	...	16,94	...	16,94	1,13	(*b*)	17	
...	...	...	...	...	...	...	†1,91	†1,91	†13	(*d*)	15	†Approximate figures.
...	...	...	...	...	...	...	4,70	4,70	31	(*a*)	29	
33	31	1	...	29	...	11,32	...	11,32	75	(*a*)	34	
...	...	...	...	...	21	...	51	51	3	(*a*)	40	
...	...	1	...	29	21	28,26	7,12	35,38	235			
BY NATIVE STATES.												
55	49	...	...	4,82	3,82	1,94,80	11,25	2,06,05	1,374	(*a*)	14	
28	26	...	...	...	...	5,87	...	5,87	39	(*b*)	14	
46	44	...	...	8	...	23,32	...	23,32	155	(*c*)	14	
35	32	...	...	...	...	16,14	...	16,14	108	(*d*)	14	
27	25	...	...	4,51	...	1,44,90	3	1,44,93	966	(*a*)	18	
22	21	...	...	...	33	67,89	14,16	82,05	547	(*b*)	18	
53	48	...	...	1,07	...	49,91	...	49,91	333	(*a*)	19	
31	29	...	...	...	...	20,97	...	20,97	140	(*a*)	21	
26	24	...	...	...	...	9,43	...	9,43	63	(*a*)	24	
36	30	...	...	...	...	6,97	...	6,97	46	(*a*)	30	
10	10	...	...	...	...	1,96	...	1,96	13	(*a*)	42	
...	...	...	...	10,48	4,15	5,42,16	25,44	5,67,60	3,734			

APPEN

(i) *Capital outlay during the year and*

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	Capital outlay during the year (in thousands of rupees).					Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Suspense (net addition to + or net reduction of − the stores balance at the end of the year).	Total capital outlay.	Open.	Under construction.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
									PART
									XIV.—NATIVE STATE LINES WORKED
1	(*d*)	Mourbhanj . . . . . 2′ 6″ gauge	...	...	...	...	...	7,20	...
1	(*e*)	Parlakimedi Light . . . . . ,,	...	8	4	...	12	7,29	...
2	(*d*)	Nagda-Ujjain . . . . . 5′ 6″ gauge	...	...	...	...	...	22,41	...
2	(*e*)	Petlad-Cambay (Anand-Tarapur section) ,,	...	...	2	...	2	11,23	...
2	(*f*)	Petlad-Cambay (Tarapur-Cambay section) ,,	...	...	7	...	7	8,57	...
2	(*j*)	Gaekwar's Mehsana . . . . . 3′ 3⅜″ gauge	...	...	2,48	−2	2,46	55,88	...
2	(*k*)	Jaipur . . . . . ,,	...	...	2	...	2	24,04	...
2	(*l*)	Palanpur-Deesa* . . . . . ,,	...	...	...	...	...	1,85	...
2	(*n*)	Vijapur-Kalol-Kadi . . . . . ,,	3	...	15	3	21	13,23	3
2	(*o*)	Gaekwar's Dabhoi . . . . . 2′ 6″ gauge	5,16	1	−1	26	5,42	25,73	5,16
2	(*p*)	Rajpipla . . . . . ,,	...	...	3	...	3	13,64	...
2	(*q*)	Kosamba-Zankavav . . . . . ,,	2,64	52	...	−61	2,55	...	9,95
5	(*d*)	Bhopal-Itarsi (Native State section) . 5′ 6″ gauge	...	...	...	...	...	50,00	...
5	(*e*)	Bhopal-Ujjain . . . . . ,,	...	...	1	...	1	78,73	...
5	(*f*)	Bina-Goona-Baran . . . . . ,,	...	...	5	...	5	1,00,13	...
5	(*h*)	Gwalior Light . . . . . 2′ 0″ gauge	26	−10	21	1	38	67,18	...
6	(*b*)	Kolar Goldfields . . . . . 5′ 6″ gauge	...	...	4	−7	−3	12,06	...
6	(*e*)	Birur-Shimoga . . . . . 3′ 3⅜″ gauge	...	‡	‡	‡	‡	24,27	...
6	(*g*)	Hindupur (Yesvantpur-Mysore Frontier) ,,						24,98	...
6	(*h*)	Kolhapur . . . . . ,,	...	...	...	...	...	23,26	...
6	(*i*)	Mysore-Nanjangud . . . . . ,,	...	‡	‡	‡	‡	6,58	...
6	(*k*)	Sangli . . . . . ,,	...	...	5	...	5	1,75	...
7	(*a*)	Nizam's Guaranteed State . . . 5′ 6″ gauge	...	23	1,97	−3,08	−88	4,52,79	...
7	(*c*)	Hyderabad-Godavari Valley . . . 3′ 3⅜″ gauge	10,91	44	1,42	−4	12,73	2,73,91	12,90
10	(*f*)	Shoranur-Cochin . . . . . ,,	...	1	−5	−32	−36	68,99	...
		TOTAL .	19,00	1,19	6,50	−3,84	22,85	13,75,70	28,04
									XV.—NATIVE STATE LINES WORKED
3	(*c*)	Cooch Behar . . . . . 3′ 3⅜″ gauge	...	...	2,74	...	2,74	20,42	...
8	(*c*)	Jammu and Kashmir (Native State section). 5′ 6″ gauge	...	...	9	...	9	10,10	...
8	(*d*)	Ludhiana-Dhuri-Jakhal . . . . ,,	...	...	−1	...	−1	41,88	...
8	(*e*)	Rajpura-Bhatinda . . . . . ,,	...	...	23	...	23	68,92	...
8	(*m*)	Khanpur-Chachran . . . . . ,,	3,20	...	...	1	3,21	...	3,25
		TOTAL .	3,20	...	3,05	1	6,26	1,41,32	3,25
									XVI.—LINES IN
6	(*l*)	West of India Portuguese . . . 3′ 3⅜″ gauge	...	...	78	...	78	1,76,71	...
10	(*c*)	Karaikkal-Peralam . . . . . ,,	...	...	...	...	...	7,24	...
10	(*e*)	Pondicherry . . . . . ,,	...	...	...	...	...	5,69	...
		TOTAL .	...	...	78	...	78	1,89,64	...
		TOTAL PART II .	2,02,29	23,40	40,21	−15,63	2,50,27	45,72,03	2,06,55
		GRAND TOTAL .	4,40,98	3,01,83	5,57,03	−1,54,55	11,45,29	4,24,15,96	6,44,97

DIX 2—*concld.*

(ii) Total capital outlay to end of the year 1910.

Total Capital outlay to end of the year—(in thousands of rupees).										Classification No. of railway (Detailed in "Index" to Appendix 9).		Remarks.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, including ferries and suspense.		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 7 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 9 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
II—*concld.*												
BY COMPANIES.												
22	21	...	...	...	...	7,20	...	7,20	48	(*d*)	1	
30	28	...	...	...	...	7,29	...	7,29	49	(*e*)	1	
65	63	...	...	...	...	22,41	...	22,41	149	(*d*)	2	
52	48	...	...	11	...	11,34	...	11,34	76	(*e*)	2	
70	59	...	...	...	...	8,57	...	8,57	57	(*f*)	2	
40	36	...	...	2	...	55,90	...	55,90	373	(*j*)	2	
33	30	...	...	...	...	24,04	...	24,04	160	(*k*)	2	
...	...	...	...	...	...	1,85	...	1,85	12	(*l*)	2	* The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar.
32	29	...	...	...	3	13,23	6	13,29	89	(*n*)	2	
27	25	...	...	27	26	26,00	5,42	31,42	209	(*o*)	2	
36	33	...	...	...	...	13,64	...	13,64	91	(*p*)	2	
...	...	...	...	...	15	...	10,10	10,10	67	(*q*)	2	
1,13	†1,06	...	...	...	...	50,00	...	50,00	333	(*d*)	5	† Including the British section.
70	64	...	...	...	...	78,73	...	78,73	525	(*e*)	5	
69	64	...	...	...	...	1,00,13	...	1,00,13	668	(*f*)	5	
27	26	...	...	1,40	...	68,58	...	68,58	457	(*h*)	5	
1,22	77	...	...	...	...	12,06	...	12,06	80	(*b*)	6	
64	57	...	...	1	...	24,28	...	24,28	162	(*e*)	6	‡ Included with the Mysore section (M. and S. M. ry.).
49	45	...	...	...	...	24,98	...	24,98	167	(*g*)	6	
79	75	...	...	...	...	23,26	...	23,26	155	(*h*)	6	
42	39	...	...	...	...	6,58	...	6,58	44	(*i*)	6	
36	34	...	...	...	...	1,75	...	1,75	12	(*k*)	6	
1,37	1,20	...	...	19,33	...	4,72,12	...	4,72,12	3,627	(*a*)	7	
70	63	...	...	3,33	5,01	2,77,74	17,91	2,95,65	1,964	(*c*)	7	
1,07	97	...	...	50	...	69,49	...	69,49	463	(*f*)	10	
...	...	...	...	25,47	5,45	14,01,17	33,49	14,34,66	10,037			
BY STATE RAILWAY AGENCY.												
61	58	4	...	...	...	20,46	...	20,46	136	(*c*)	3	
64	53	...	...	...	...	10,10	...	10,10	67	(*c*)	8	
53	50	...	...	...	...	41,88	...	41,88	279	(*d*)	8	
65	57	...	...	...	...	68,92	...	68,92	459	(*e*)	8	
...	...	...	...	...	1	...	3,26	3,26	22	(*m*)	8	
...	...	4	...	...	1	1,41,36	3,26	1,44,62	963			
FOREIGN TERRITORY.												
3,46	...	...	...	...	...	1,76,71	...	1,76,71	1,447	(*l*)	6	
49	43	...	...	...	...	7,24	...	7,24	48	(*c*)	10	
72	58	...	...	...	...	5,69	...	5,69	38	(*e*)	10	§ Includes Rs. 1,24,20 thousand on account of "Unclassified expenditure," *vide* column 19 on page 35.
...	...	...	...	...	...	1,89,64	...	1,89,64	1,533			
...	...	25,69	...	51,09	22,40	46,48,81	2,28,95	48,77,76	33,473			
...	...	2,78,78	6	‡2,09,99	75,21	4,39,04,73	7,20,24	§4,47,49,17	331,533			

APPEN

Capital liability on account of railways classed

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	CAPITAL LIABILITY									
			Share Capital of Purchased Railways being paid off by Annuities.								Nominal Share In England.	
				Deduct								
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Debt incurred for purchase of railways.	Rate of interest.	Amount.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
			£	£	£	£	£	£	£	£		£
											I.—STATE LINES WORKED	
3	(a) & (b)	Eastern Bengal State 5′ 6″, 3′ 3¾″ and 2′ 6″ gauges.	3,391,917	543,472	...	2,848,445	322,160	2,526,285	13,598,084	1,345,660	...	...
		Dhubri-Gauhati	...	...	...	...	...	...	837,847	...	...	...
		Lower Ganges Bridge	...	...	...	...	...	...	497,884	...	...	...
8	(a)	North Western State	14,009,124	4,911,216	...	9,097,908	964,294	8,133,614	40,457,289	3,897,492	...	...
		Jullundur-Hoshiarpur	...	...	...	...	...	...	969	...	...	...
		Kalabagh-Bannu	...	...	...	...	...	...	53,681	...	...	...
		Ludhiana-Ferozepore	...	...	...	...	...	...	1,887	...	...	...
		Shorkot Road-Chichoki	...	...	...	...	...	...	437,137	...	...	...
9	(a)	Oudh and Rohilkhand State	...	...	...	...	...	...	5,725,840	10,715,277	...	...
		Allahabad-Rai Bareli-Cawnpore	...	...	...	...	...	...	164,464	...	...	...
		Balaman-Sitapur	...	...	...	...	...	...	123,401	...	...	...
		Rosa-Sitapur	...	...	...	...	...	...	198,767	...	...	...
41	...	Jorhat Provincial State	...	...	...	...	..	...	64,547	...	...	...
...	...	Bilaspur-Etawah	...	...	...	...	...	...	5,009	...	...	...
...	...	Frontier railway reserve	...	...	...	...	...	...	292,850	...	...	...
...	...	Ganges bridge at Kachhla	...	...	...	...	...	...	5,095	...	...	...
...	...	Nagpur-Chattisgarh (Depreciation Account)	...	...	...	...	...	...	43,802	...	...	...
...	...	Petroleum operations in Baluchistan	...	...	...	...	...	...	7,946	...	...	...
...	...	Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...	...	...
...	...	Sabarmati-Dholka	...	...	...	...	...	...	3,993	...	...	...
...	...	Southern Mahratta (Depreciation on works)	...	...	...	...	...	...	35,138	...	...	...
...	...	Umaria Colliery	...	...	...	...	...	...	12,178	...	...	...
...	...	Vizagapatam-Raipur	...	...	...	...	...	...	16,336	...	...	...
...	...	Warora Colliery	...	...	...	...	...	...	74,002	...	...	...
...	...	State railway stores	...	...	...	...	...	...	11,018	...	...	...
...	...	Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	306,699	...	...	...
...	...	Samastipur-Roserah	...	...	...	...	...	...	2,191	...	...	...
...	...	Rangiya-Tangla	...	...	...	...	...	...	5,358	...	...	...
		Total	17,401,041	5,454,688	...	11,946,353	1,286,454	10,659,899	63,003,575	15,958,429	...	...
											II.—STATE LINES WORKED	
1	(a) to (c) & (f) & (g)	Bengal-Nagpur Carried over	...	...	...	...	...	...	2,061,962	...	4%	3,000,000

DIX 3.

as State railways and the Hardwar-Dehra railway at the end of 1910.

AT END OF THE YEAR.															
AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.					CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		
Capital.		*Debentures and Debenture stock.*													
In India.		In England.		In India.				In England.		In India.					
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.	Overdrafts.	Capital not bearing interest including discounts on capital raised.	Rate of interest.	Amount.	Rate of interest.	Amount.	Total capital liability (excluding capital not bearing interest, column 21).	Sub-head.	Main head.	REMARKS.
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)
	£		£		£	£	£		£		£	£			
BY THE STATE.															
...	...	...	...	...	...	...	...	...	...	...	...	17,470,029	(a) & (b)	3	
...	...	...	...	...	...	...	...	...	...	...	...	837,847			
...	...	...	...	...	...	...	...	...	...	...	...	497,884			
...	...	...	...	...	...	...	...	...	...	...	...	52,488,395	(a)	8	
...	...	...	...	...	...	...	...	...	...	...	...	969			
...	...	...	...	...	...	...	...	...	...	...	...	53,681			
...	...	...	...	...	...	...	...	...	...	...	...	1,887			
...	...	...	...	...	...	...	...	...	...	...	...	437,137			
...	...	...	...	...	...	...	...	...	...	...	...	16,441,117	(a)	9	
...	...	...	...	...	...	...	...	...	...	...	...	164,464			
...	...	...	...	...	...	...	...	...	...	...	...	123,401			
...	...	...	...	...	...	...	...	...	...	...	...	198,767			
...	...	...	...	...	...	...	...	...	...	...	...	64,547	...	41	
...	...	...	...	...	...	...	...	...	...	...	...	5,009	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	292,850	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	5,095	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	43,802	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	7,946	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	20,163	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	3,993	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	35,138	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	12,178	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	16,336	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	74,002	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	11,018	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	306,699	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	2,191	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	5,358	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	89,621,903			
BY COMPANIES.															
...	...	3%	1,259,300	...	...	2,927,687*	—14,596	3¼%	2,900,000	3½%	6,483,510	24,018,634	(a) to (c) & (f) & (g).	1	
		3½%	2,051,100							3⅝%	816,886				
		3¼%	1,200,000							4 %	323,589				
		3⅜%	839,600												
		4%	155,000												

* From the monthly accounts. The figure in the half-yearly Capital and Revenue Accounts Statement IV is £4,235,112 (Rs. 6,35,26,788). The difference, £1,307,425, is included with the advances in India, Column 25.

APPEN

Capital liability on account of railways classed as State

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Capital Liability										
			Share capital of purchased railways being paid off by annuities.						State outlay.	Debt incurred for purchase of railways.	Nominal Share In England.		
				Deduct.									
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.			Rate of interest.	Amount.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
			£	£	£	£	£	£	£	£		£
									II.—STATE LINES WORKED			
		Brought forward	...	...	...	...	...	...	2,061,962	...	4%	3,000,000
7	(b)	Bezwada Extension	...	...	...	...	...	...	80,129	...	...	...
2	(a)	Bombay, Baroda and Central India	...	...	...	...	...	...	1,223,316	12,550,761	3%	2,000,000
2	(c)	Nagda-Muttra	...	...	...	...	...	...	2,663,160	...	...	...
4	(a)	East Indian	32,750,000	7,286,774	...	25,463,226	3,215,939	22,247,287	3,502,986	10,192,913	...	...
5	(a)	Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	3,944,427	29,164,791	1,007,602	5,964,666	3%	2,575,000
5	(b)	Agra-Delhi Chord	...	...	...	...	...	...	895,506	...	...	...
5	(c)	Baran-Kotah	...	...	...	...	...	...	304,486	...	...	...
5	(g)	Indian Midland‡	...	...	...	...	...	...	2,542,056	5,917,717	...	...
5	(d)	Bhopal-Itarsi (British section)	...	...	...	...	...	...	250,176	...	...	...
6	(a)	Madras and Southern Mahratta*	12,819,558	...	1,500,000	11,319,558	267,029	11,052,529	9,196,126	2,179,017	3½%	4,991,540
6	(j)	Mysore section (Madras and Southern Mahratta).	...	...	...	...	...	...	...	...	...	...
	(f)	Dhone-Kurnool	...	...	...	...	...	...	63,395	...	...	...
10	(a)	South Indian	...	...	...	...	...	...	4,341,788	4,726,169	3%	1,000,000
...	...	Coonoor-Ootacamund	...	...	...	...	...	...	242,936	...	...	...
10	(h)	Tinnevelly-Quilon (Travancore) (British section).	...	...	...	...	...	...	6,800	...	...	...
10	(i)	Tinnevelly-Quilon (Travancore) (Native State section).	...	...	...	...	...	...	11,765	...	...	...
...	...	Dharmapuri-Hosur	...	...	...	...	...	...	27,549	...	...	...
11	...	Assam-Bengal	...	...	...	...	...	...	5,958,753	...	3%	1,500,000
15	(a)	Burma	...	...	...	...	...	...	6,494,155	...	2½%	3,000,000
15	(b)	Burma Extensions	...	...	...	...	...	...	1,577,950	...	...	...
18	(c)	Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	282,184	...	...	...
20	(b)	Lucknow-Bareilly	...	...	...	...	...	...	341,409	...	...	...
2	(b)&(m)	Rajputana-Malwa (including Godhra-Rutlam-Nagda).	...	...	...	...	...	...	12,124,252	...	...	...
2	(l)	Palanpur-Deesa†	...	...	...	...	...	...	16,380	...	...	...
12	(b)	Tirhoot	...	...	...	...	...	...	4,968,387	...	...	...
		TOTAL	80,428,776	7,286,774	3,250,000	69,892,002	7,427,395	62,464,607	60,185,208	41,531,243	...	18,066,540
									III.—COMPANIES' LINES GUARANTEED			
9	(b)	Hardwar-Dehra	...	...	...	...	...	...	...	...	...	...
		GRAND TOTAL	97,829,817	12,741,462	3,250,000	81,838,355	8,713,849	73,124,506	123,188,788	57,489,672	...	18,066,540

* The figures relating to the purchase of the late Madras railway as shown in columns 4, 6, 7, 8, 9 and 11, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

† The expenditure shown against this railway in this appendix represents the outlay incurred by Government.

‡ In the half yearly Capital and Revenue accounts the Indian Midland railway is treated as the Company's property up to and including the 31st December 1911.

DIX 3—*concld.*

railways and the Hardwar-Dehra railway at the end of 1910.

AT END OF THE YEAR.

AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				Total capital liability (excluding capital not bearing interest, column 21).	CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 9.)		REMARKS.
Capital.		*Debentures and Debenture stock.*				Overdrafts.	Capital not bearing interest including discounts on capital raised.	In England		In India.					
In India.		In England.		In India.											
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.		Sub-head.	Main head.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)
	£		£		£	£	£		£		£	£			
BY COMPANIES—*concld.*															
...	...	...	5,505,000	...	...	2,927,687	—*14,596*	3½%	2,900,000	...	7,623,985	24,018,634			
...	...	...	...	...	...	...	...	...	...	...	...	80,129	(*b*)	7	
...	...	3½ %	1,000,000	...	...	...	—*40,636*	...	...	...	...	16,774,077	(*a*)	2	
...	...	...	...	...	...	...	...	...	...	...	...	2,663,160	(*c*)	2	
...	...	3 % / 3½ %	8,000,000 / 7,000,000	...	...	...	—*711,037*	...	...	...	...	50,943,186	(*a*)	4	
...	...	3½ %	3,500,000	...	...	...	—*246,842*	3½ %	2,500,000	...	...	44,712,059	(*a*)	5	
...	...	...	...	...	...	...	...	...	...	...	...	895,506	(*b*)	5	
...	...	...	...	...	...	...	...	...	...	...	...	304,486	(*c*)	5	
...	...	...	...	...	...	...	...	...	...	...	...	8,459,773	(*g*)	5	
...	...	...	...	...	...	...	...	...	...	...	...	250,176	(*d*)	5	
3½ %	8,460	3 % / 3½ % / 3½ %	180,000 / 1,070,000 / 100,000	...	...	996,899	25,342	...	...	...	...	29,774,571	(*a*)	6	
...	...	4 %	1,200,000	...	...	...	24,000	...	...	...	...	1,200,000	(*j*)	6	
...	...	...	...	...	...	...	...	...	...	...	...	63,395	(*f*)	6	
...	...	3½ % / 4 %	248,000 / 200,000	...	...	...	...	...	...	...	...	10,515,957	(*a*)	10	
...	...	...	...	...	...	...	...	...	...	...	...	242,936	...	...	
...	...	4 % / 3½ %	20,483 / 266,617	...	...	...	432	...	...	...	...	293,900	(*h*)	10	
...	...	4 % / 3½ %	29,517 / 745,383	...	...	...	818	...	...	...	...	786,065	(*i*)	10	
...	...	...	...	...	...	...	...	...	...	...	...	27,549	...	...	
...	...	3 % / 3½ % / 3¾ %	480,900 / 425,000 / 650,000	...	...	...	—*4,158*	...	...	...	...	9,014,653	...	11	
...	...	3 %	1,250,000	...	...	...	—*30,181*	...	...	...	...	10,744,155	(*a*)	15	
...	...	...	...	...	...	...	...	...	...	...	...	1,577,950	(*b*)	15	
...	...	...	...	...	...	...	...	...	...	...	...	282,184	(*c*)	18	
..	...	3½% / 3½% / 4 %	115,000 / 32,000 / *300,000	...	...	...	13,102	...	...	3½ % / 4 %	195,136 / 184,407	1,167,952	(*b*)	20	
...	...	...	...	...	...	...	...	...	...	...	...	12,124,252	(*b*) & (*m*)	2	
...	...	...	...	...	...	...	...	...	...	...	...	16,380	(*l*)	2	
...	...	...	...	...	...	...	...	...	...	...	...	4,968,387	(*b*)	12	
...	8,460	...	32,312,900	...	...	3,924,586	—*983,756*	...	5,400,000	...	8,003,528	231,897,072			
UNDER MODERN CONTRACTS.															
...	184,443	...	...	...	...	75	...	...	...	...	...	184,518	(*b*)	9	
...	192,903	...	32,312,900	...	...	3,924,661	—*983,756*	...	5,400,000	...	8,003,528	321,703,493			

* State share of "Joint Debenture Stock" of £600,000. The proceeds of this loan were not paid over to Government.

APPEN

Details of gross earnings

Classification No. of Railway. (Detailed in "Index" to Appendix 9.) Main head.	Sub-head.	Railway system.	Year.	Coaching traffic. Passenger Traffic. 1st class. No. [In hundreds.]	1st class. Earnings. [In thousands.]	2nd class. No. [In hundreds.]	2nd class. Earnings. [In thousands.]	Inter. class. No. [In hundreds.]	Inter. class. Earnings. [In thousands.]	3rd class. No. [In hundreds.]	3rd class. Earnings. [In thousands.]	Season and vendors' tickets. No. [In hundreds.]	Season and vendors' tickets. Earnings. [In thousands.]	Total. No. [In hundreds.]	Total. Earnings. [In thousands.]	Other coaching traffic earnings. [In thousands.]
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5′ 6″ GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
1	(a) to (c), (f) and (g).	Bengal-Nagpur.	1905	16,8	2,02	51,6	2,42	232,7	2,86	8,326,7	62,06	273,7	25	8,901,5	69,61	6,85
			1906	19,6	2,33	58,9	2,77	269,1	3,13	9,176,6	68,52	309,4	29	9,833,6	77,04	7,54
			1907	22,8	2,50	67,3	2,95	381,8	3,58	10,354,5	73,90	351,2	31	11,177,6	83,24	8,30
			1908	23,5	2,60	75,6	3,13	372,9	3,60	10,949,5	75,07	427,7	36	11,849,2	84,76	8,62
			1909	23,4	2,63	79,4	3,29	327,9	2,87	12,025,6	82,41	450,2	37	12,906,5	91,57	8,97
			1910	25,4	2,96	80,4	3,46	292,9	2,59	12,856,9	85,15	482,3	40	13,737,9	94,56	9,79
2	(a), (c) to (g), (o) and (p).	Bombay, Baroda and Central India.	1905	74,8	1,88	644,4	5,63	280,1	5,88	15,100,4	49,70	7,389,8	24,52	23,489,5	67,61	9,57
			1906	74,4	1,84	636,5	5,39	260,4	5,46	16,001,7	52,36	7,825,7	4,80	24,888,7	69,85	9,60
			1907	75,3	2,03	749,3	5,92	248,5	5,27	19,211,5	57,20	8,388,1	5,15	28,672,7	75,57	10,91
			1908	75,9	1,97	723,6	5,74	208,2	4,43	20,738,4	63,53	8,801,2	5,31	30,547,3	80,98	11,61
			1909	73,2	1,84	735,6	5,63	191,3	3,77	21,801,5	66,34	9,207,7	5,47	32,009,3	83,05	11,77
			1910	57,5	2,14	459,6	5,60	215,9	4,09	24,390,3	75,55	8,898,6	5,23	34,021,9	92,67	12,58
3	(a)	Eastern Bengal State.	1905*	†54,8	1,45	†154,2	1,83	†1,244,3	4,34	†15,096,6	32,13	†1,610,0	2,00	†18,159,9	41,75	4,47
			1906	†61,7	1,52	†177,4	1,92	†1,174,6	4,56	†17,824,3	34,88	†1,899,9	2,24	†21,137,9	45,12	6,28
			1907	†67,3	1,42	†231,7	2,02	†1,729,2	4,72	†20,134,2	42,00	†2,062,3	2,19	†24,224,7	52,35	5,97
			1908	†74,7	1,61	†238,7	2,04	†1,873,0	5,19	†21,018,9	43,80	†3,318,7	2,25	†26,524,0	54,98	6,58
			1909	†75,9	1,54	†214,0	1,86	†1,910,8	4,69	†20,879,7	43,25	†3,176,5	2,60	†26,256,9	53,94	6,08
			1910	†146,7	2,10	†280,8	2,45	†2,872,3	6,51	†32,483,3	45,07	†3,313,6	2,73	†39,097,2	58,86	5,89
4	(a) to (d)	East Indian	1905	72,4	7,81	216,2	8,56	1,814,7	17,79	22,041,8	1,71,04	1,792,8	1,75	25,937,9	2,06,95	32,33
			1906	69,4	7,52	210,8	8,81	1,861,6	18,07	24,092,1	1,85,15	1,909,5	1,87	28,143,4	2,21,42	29,58
			1907	75,5	8,14	216,8	8,76	2,009,0	19,03	26,717,0	1,99,73	2,168,8	2,06	31,187,1	2,37,72	32,34
			1908	81,0	8,30	223,4	8,86	2,107,4	19,25	27,025,3	1,90,51	2,330,1	2,16	31,767,2	2,29,08	31,52
			1909	83,1	8,47	224,5	8,97	2,144,0	19,37	26,819,1	1,86,87	2,446,0	2,15	31,716,7	2,25,83	31,45
			1910	86,9	9,43	278,2	9,92	2,344,2	22,34	29,090,8	2,05,54	2,487,6	2,28	34,286,8	2,40,51	34,18
5	(a) to (i)	Great Indian Peninsula.	1905	97,7	9,25	518,3	13,65	988,9	18,31	18,540,6	1,01,72	5,147,4	2,60	25,292,9	1,45,53	31,82
			1906	98,2	9,74	502,5	14,26	1,065,1	19,05	20,177,9	1,12,64	5,546,8	2,92	27,390,5	1,58,61	33,04
			1907	104,1	10,56	496,1	14,28	965,7	18,85	22,026,4	1,24,39	5,937,6	3,10	29,529,9	1,71,18	33,90
			1908	95,8	10,24	463,8	13,58	917,8	17,44	21,816,3	1,20,06	6,063,7	3,17	29,357,4	1,64,49	34,22
			1909	96,0	10,76	446,0	13,04	822,5	15,77	21,589,6	1,23,99	6,134,2	3,25	29,088,3	1,66,81	34,71
			1910	81,7	12,85	332,6	14,26	923,1	17,16	24,221,2	1,42,00	6,025,2	3,15	31,583,8	1,89,42	36,95
...	...	Madras ...	1905	31,0	3,00	137,7	4,06	62,4	1,09	13,281,3	55,99	883,9	35	14,396,3	64,49	9,99
			1906	34,4	3,32	148,8	4,45	69,9	1,29	14,228,5	59,20	891,0	39	15,372,6	68,65	11,22
			1907	34,6	3,28	165,1	4,59	76,0	1,44	16,348,1	66,21	685,8	33	17,309,6	75,85	11,43
6	(a) and (b)	Madras and Southern Mahratta.	1908	†45,6	2,28	†213,4	3,32	†66,9	1,34	†25,142,9	54,00	†324,6	31	†25,793,4	61,25	9,05
			1909	†45,7	2,59	†211,1	3,41	†23,0	50	†26,343,3	57,99	†393,7	27	†27,016,8	64,76	9,94
			1910	†42,7	2,93	†199,2	3,64	†26,4	61	†28,476,0	58,59	†761,6	19	†29,505,9	65,96	11,38
7	(a) and (b)	Nizam's Guaranteed State.	1905	6,7	47	53,0	1,02	268,1	1,16	1,239,9	6,24	15,7	9	1,583,4	8,98	1,87
			1906	6,5	49	53,6	1,04	279,5	1,26	1,339,9	6,69	27,1	9	1,706,6	9,57	1,75
			1907	6,7	46	54,9	1,01	405,0	2,44	1,446,4	6,63	31,9	10	1,944,9	10,64	1,44
			1908	6,7	45	54,3	1,03	461,0	3,27	1,273,3	5,82	32,8	11	1,828,1	10,68	1,45
			1909	7,7	49	53,2	1,08	238,0	1,21	1,686,3	8,01	32,3	10	2,023,5	10,89	1,55
			1910	7,7	48	47,4	1,01	235,8	1,36	1,602,0	8,91	29,2	11	1,922,1	11,87	1,61
8	(a) to (k).	North Western State—														
		Commercial Section.	1905§	Information not separately recorded.	4,90	Information not separately recorded.	6,41	Information not separately recorded.	13,74	Information not separately recorded.	1,35,29	Information not separately recorded.	...	Information not separately recorded.	1,60,34	21,11
			1906§		5,28		6,58		14,89		1,44,23		...		1,70,98	20,05
			1907		6,13		7,93		15,66		1,72,39		...		2,02,11	22,54
			1908		6,35		8,10		16,31		1,73,40		...		2,04,25	26,70
			1909		6,29		8,49		18,03		1,77,27		...		2,10,08	25,96
			1910		7,22		9,09		17,61		2,01,17		4		2,35,13	26,95
...	...	Military Section.	1905		50		63		1,01		15,77		...		17,91	2,56
			1906		58		74		1,15		17,83		...		20,30	3,06
			1907		62		78		1,23		19,02		...		21,65	3,14
			1908		80		93		1,65		19,87		...		23,25	2,95
			1909		88		1,01		1,71		20,58		...		24,18	3,06
			1910		1,02		1,01		1,79		21,95		...		25,77	3,17
...	...	TOTAL ..	1905§	76,7	5,40	256,1	7,04	1,408,1	14,75	28,276,1	1,51,06	...	...	30,017,0	1,78,25	23,67
			1906§	81,1	5,86	271,9	7,32	1,575,2	16,04	31,659,5	1,62,06	...	...	33,587,7	1,91,28	23,11
			1907	96,6	6,75	319,6	8,71	1,907,7	16,89	37,760,1	1,91,41	...	...	40,024,0	2,23,76	25,68
			1908	91,7	7,15	332,2	9,03	2,137,9	17,96	38,183,3	1,93,36	...	...	40,745,1	2,27,50	29,65
			1909	92,5	7,17	361,6	9,50	2,443,1	19,74	39,815,6	1,97,85	...	...	42,712,8	2,34,26	29,02
			1910	85,6	8,24	297,8	10,10	1,979,2	19,40	45,998,4	2,23,12	128,3	4	48,489,3	2,60,90	30,12

* Includes the Bengal Central railway, which for the first-half of 1905 was worked independently of the Eastern Bengal State railway.
† Includes figures for the 3′ 3⅜″ gauge section.
§ Includes the Kalka-Simla railway, the working of which was made over to the North Western State railway from the 1st January 1907.

DIX 4.

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other Goods Traffic.	Total Goods Traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands].	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
76,46	1,785	1,10,19	...	3	1,529	36,16	650	9,39	11	74	1,92	3,975	1,58,48	43	70	8,69	2,44,71
84,58	1,987	1,10,69	...	2	2,012	52,86	634	10,59	12	85	84	4,645	1,75,85	41	1,15	7,49	2,69,48
91,51	2,023	1,23,47	...	3	2,066	50,69	725	12,03	14	95	1,94	4,828	1,89,11	45	98	7,72	2,89,80
93,38	1,814	93,76	1	10	2,286	57,51	796	12,81	21	1,27	1,93	4,918	1,67,38	43	75	9,62	2,71,56
1,00,54	1,924	1,05,39	1	19	1,973	52,49	772	12,94	19	1,06	88	4,689	1,72,95	38	84	13,01	2,87,72
1,04,35	2,230	1,15,51	2	25	2,283	62,23	683	10,03	18	1,15	1,58	5,276	1,90,75	40	85	12,18	3,08,53
77,18	1,791	1,20,64	1	23	42	1,77	198	2,86	23	4,27	19	2,055	1,29,96	51	...	4,08	2,11,78
79,45	1,989	1,24,00	1	21	77	3,23	248	3,26	29	5,70	29	2,344	1,36,69	47	...	2,64	2,19,25
86,48	2,139	1,30,08	1	30	134	2,61	305	3,13	31	5,13	29	2,610	1,41,54	52	....	2,88	2,31,42
92,59	2,089	1,18,45	1	12	150	3,44	289	3,66	32	4,97	23	2,561	1,30,87	50	...	3,23	2,27,19
94,82	2,209	1,34,52	2	19	159	3,08	411	5,38	33	5,53	24	2,814	1,48,94	47	...	4,99	2,49,22
1,05,25	2,344	1,57,21	1	17	184	3,39	345	5,95	37	6,23	29	2,911	1,73,24	52	...	3,49	2,82,50
46,22	†1,899	63,87	†13	22	†511	3,16	†627	3,46	†1	6	24	†3,051	71,01	19	...	7,24	1,24,66
51,40	†2,387	75,23	†16	41	†562	2,83	†726	3,93	†3	6	1,13	†3,694	83,79	19	...	5,94	1,41,12
58,32	†2,570	87,75	†12	35	†691	5,49	†818	3,96	†10	3	61	†4,101	98,19	22	...	7,48	1,64,21
61,56	†2,191	80,32	†11	21	†787	6,07	†871	6,58	†14	6	42	†4,174	93,66	9	...	5,47	1,60,78
60,02	†2,540	82,45	†9	15	†843	6,34	†753	6,55	†8	11	34	†4,153	95,94	20	...	6,53	1,62,69
64,75	†2,530	79,29	†11	15	†913	6,71	†790	6,62	†6	8	62	†4,250	93,47	21	...	6,85	1,65,28
2,39,28	4,116	2,88,41	18	6,79	6,142	2,02,44	1,951	24,01	9	2,78	2,51	12,236	5,26,94	1,00	2,54	9,70	7,79,46
2,51,00	4,051	3,07,79	19	7,43	6,485	2,16,25	1,952	24,02	10	3,46	3,16	12,517	5,62,05	92	2,68	9,42	8,26,07
2,70,06	4,215	3,12,80	13	4,59	6,872	2,06,03	1,888	23,59	13	3,87	2,06	13,001	5,52,94	1,00	2,82	11,09	8,37,91
2,60,60	4,191	3,05,43	15	3,44	7,706	2,34,11	2,245	28,14	15	3,99	1,70	14,172	5,76,81	92	2,91	12,01	8,53,25
2,57,28	4,502	3,16,89	19	5,26	6,731	2,06,80	2,027	23,75	17	3,89	1,17	13,296	5,57,82	76	1,95	10,89	8,28,70
2,83,69	4,559	3,17,12	16	*—1,86*	7,810	2,42,58	1,941	23,44	19	4,27	1,97	14,345	5,87,52	86	1,71	16,55	8,90,33
1,77,35	3,591	4,14,21	16	4,05	215	6,51	1,831	16,72	23	3,65	1,63	5,676	4,46,77	1,11	...	5,21	6,30,44
1,91,65	3,831	4,09,09	14	4,25	219	6,65	1,770	18,27	25	3,10	2,88	5,859	4,44,24	1,09	...	7,04	6,44,02
2,05,08	4,036	4,34,36	17	3,61	395	11,72	1,421	20,23	20	2,54	2,82	5,889	4,75,28	1,11	...	7,07	6,88,54
1,98,71	3,515	3,58,37	17	2,09	444	14,14	1,593	20,09	23	2,84	1,76	5,592	3,99,29	1,06	...	6,57	6,05,63
2,01,52	3,920	4,12,28	20	2,41	498	16,31	1,958	19,32	25	2,94	*—1,75*	6,421	4,51,51	95	...	7,13	6,61,11
2,26,37	4,283	4,64,45	21	2,48	557	18,68	1,826	23,01	23	3,00	*—11,66*	6,720	4,99,96	1,02	...	6,99	7,34,34
74,48	1,959	1,11,36	1	50	356	9,02	502	6,33	4	60	62	2,822	1,28,43	21	...	5,30	2,08,42
79,87	1,952	1,10,28	1	35	362	8,32	573	7,67	3	51	47	2,891	1,27,60	22	...	6,21	2,13,90
87,28	2,016	1,09,77	6	2,02	407	9,10	537	5,41	3	48	55	2,969	1,27,33	22	...	5,77	2,20,60
70,30	†2,918	80,58	†5	32	†206	6,47	†428	4,24	†5	30	—75	†3,592	91,16	20	...	4,55	1,66,21
74,70	†2,634	86,44	†5	15	†192	8,55	†641	5,02	†6	21	31	†3,478	1,00,68	20	...	5,34	1,80,92
77,34	†2,660	88,44	†7	38	†181	9,92	†571	6,16	†8	54	30	†3,427	1,05,74	18	...	6,42	1,89,68
10,85	346	20,37	1	16	380	11,74	130	87	...	9	5	857	33,28	19	...	1,93	46,25
11,32	380	22,04	1	12	389	11,75	99	77	1	7	6	870	34,81	23	...	1,98	48,34
12,08	453	26,22	2	35	328	10,61	101	1,00	...	7	10	884	38,35	24	...	2,34	53,01
12,13	394	22,73	3	15	359	11,31	122	1,03	...	4	10	878	35,39	24	...	2,62	50,38
12,44	378	21,86	2	12	338	10,24	125	1,26	1	8	8	844	33,64	19	...	3,77	50,04
13,48	410	24,73	3	12	392	12,32	181	2,20	1	5	10	987	39,52	20	...	3,38	56,58
1,81,45		‖		‖		‖		36,93		‖	‖		4,06,01	108	1	7,30	5,95,85
1,91,03	Information not separately recorded.	3,83,70	Information not separately recorded.	4,64	Information not separately recorded.	3,88	Information not separately recorded.	36,05	Information not separately recorded.	1,01	4,46	Information not separately recorded.	4,33,73	97	...	9,84	6,35,57
2,24,65		4,41,91		4,72		5,49		41,96		1,01	7,08		5,02,17	116	...	8,96	7,36,94
2,30,95		2,75,45		2,15		7,43		51,07		1,06	5,75		3,42,91	85	..	9,18	5,83,89
2,36,04		3,71,82		2,09		7,05		51,04		1,63	10,70		4,44,33	77	...	9,58	6,90,72
2,62,08		4,22,56		2,47		7,63		44,11		2,56	12,46		4,91,79	86	...	15,63	7,70,36
20,47		‖		‖		‖		2,38		‖	‖		25,11	17	...	63	46,38
23,36		21,72		1,21		32		2,50		24	20		26,20	19	...	55	50,30
24,79		21,04		1,11		31		2,42		22	26		25,36	18	...	63	50,96
26,20		21,84		32		44		3,26		19	30		26,35	17	...	45	53,17
27,24		19,84		14		34		2,87		22	39		23,80	14	...	49	51,67
28,94		20,09		21		43		2,39		41	35		23,88	15	...	55	53,52
2,01,92	3,981	3,69,45	27	6,65	149	4,01	3,072	39,31	8	1,56	10,14	7,237	4,81,12	1,25	1	7,93	6,42,23
2,14,39	4,420	4,05,42	22	5,85	154	4,20	3,448	38,55	7	1,25	4,66	8,051	4,59,93	1,16	...	10,38	6,85,86
2,49,44	5,007	4,62,95	21	5,83	255	5,80	3,220	44,38	8	1,23	7,34	8,511	5,27,53	1,34	...	9,59	7,87,90
2,57,15	3,639	2,97,29	28	2,47	323	7,87	4,573	54,33	8	1,25	6,05	8,571	3,69,26	1,02	...	9,63	6,37,03
2,63,28	4,333	3,91,66	20	2,23	327	7,39	3,965	53,91	14	1,85	11,09	8,659	4,68,13	91	...	10,07	7,42,39
2,91,02	4,835	4,42,65	30	2,68	386	8,06	5,188	46,50	21	2,97	12,81	10,460	5,15,67	1,01	...	16,18	8,23,88

† Includes figures for the 3′ 3⅜″ gauge section.

‡ Live stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

‖ Included with the total earnings from goods traffic.

APPENDIX

Details of gross earnings

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5′ 6″ GAUGE —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
9	(*a*) to (*c*).	Oudh and Rohilkhand State.	1905	39,1	2,26	123,5	2,95	922,9	6,85	9,711,8	52,50	...	...	10,797,3	64,56	7,46
			1906	41,0	2,35	132,8	3,17	978,9	7,30	10,716,6	58,21	...	...	11,869,3	71,03	7,56
			1907	40,9	2,33	135,4	3,12	1,031,1	7,02	11,805,0	64,18	12,4	1	13,024,8	76,66	7,21
			1908	41,1	2,34	135,1	3,09	989,5	7,32	11,023,9	56,69	13,5	1	12,203,1	69,45	7,32
			1909	40,4	2,34	138,6	3,19	1,017,8	7,31	11,858,8	62,15	11,5	1	13,067,1	75,00	7,32
			1910	34,3	2,74	113,6	3,68	1,123,8	7,92	13,734,7	69,53	11,4	1	15,017,8	83,88	8,79
10	(*a*)	South Indian.	1905	*	79	*	1,40	...	...	*	18,30	*	5	*	20,54	2,84
			1909	*	89	*	1,53	...	...	*	18,29	*	11	*	20,82	2,83
			1910	*	95	*	1,65	...	...	*	20,06	*	9	*	22,75	3,18
		3′ 3⅜″ GAUGE.														
11	(*a*)	Assam-Bengal.	1905	6,1	41	16,2	38	18,9	18	2,435,2	12,97	...	...	2,476,4	13,94	1,50
			1906	7,0	51	17,3	42	14,2	15	2,693,6	14,17	...	...	2,732,1	15,25	1,71
			1907	7,5	57	20,4	50	18,6	20	3,027,7	16,00	...	...	3,074,2	17,27	1,92
			1908	8,6	65	21,3	53	18,7	21	3,190,2	17,19	...	...	3,238,8	18,58	2,03
			1909	9,3	67	21,4	54	22,4	25	3,326,6	17,86	2,9	1	3,382,6	19,33	2,25
			1910	10,6	72	24,2	57	39,1	40	3,590,4	19,11	5,3	1	3,669,6	20,81	2,67
12	(*a*) & (*b*)	Bengal and North-Western.	1905	19,7	61	45,1	74	214,9	1,57	13,534,2	2,58	191,7	4	14,005,6	55,54	2,34
			1906	19,3	59	46,6	80	239,7	1,73	14,570,5	57,20	223,7	4	15,099,8	60,36	3,72
			1907	19,1	62	55,6	93	263,1	1,84	16,352,6	65,43	165,1	3	16,855,5	68,85	4,03
			1908	20,1	63	58,0	96	263,0	1,84	17,804,0	69,25	125,6	2	18,270,7	72,70	4,49
			1909	18,6	59	55,1	92	251,3	1,73	17,608,4	66,47	140,1	3	18,073,5	69,74	4,25
			1910	17,3	59	58,6	1,00	277,0	1,89	20,105,3	74,39	136,3	3	20,594,5	77,90	4,57
13	(*a*) & (*b*)	Bengal Dooars	1905	3	2	2,0	5	5,4	4	478,3	1,75	...	...	486,0	1,86	22
			1906	4	2	2,2	5	6,3	4	444,4	1,77	...	...	453,3	1,88	21
			1907	6	2	2,6	5	7,3	4	595,2	1,96	...	...	605,7	2,07	23
			1908	8	4	3,1	5	14,0	7	645,1	2,42	...	...	663,0	2,58	28
			1909	9	3	2,7	5	14,1	7	665,0	2,42	...	...	682,7	2,57	29
			1910	1,2	5	3,2	5	17,4	9	672,9	2,39	...	...	694,7	2,58	31
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1905	7,7	25	55,2	75	70,0	56	1,961,9	10,53	10,3	2	2,105,1	12,11	1,24
			1906	7,5	22	56,1	72	77,2	59	2,098,4	11,23	10,6	2	2,240,8	12,78	1,05
			1907	8,4	25	61,8	80	89,2	67	2,448,2	12,46	4,1	1	2,611,7	14,19	1,27
			1908	7,9	26	51,2	79	85,3	67	2,608,0	14,15	2,3	...	2,754,7	15,87	1,18
			1909	6,9	25	46,0	74	78,5	56	2,555,7	13,99	5,8	1	2,692,9	15,55	1,29
			1910	7,1	24	48,9	77	97,5	69	2,958,5	15,85	52,6	7	3,164,6	17,62	1,33
15	(*a*) & (*b*)	Burma ...	1905	44,2	2,02	191,4	2,63	...	...	16,410,4	61,07	228,4	22	16,874,4	65,94	3,63
			1906	46,1	2,23	200,2	2,73	...	...	17,076,0	62,56	387,3	24	17,609,6	67,76	3,64
			1907	48,2	2,62	160,8	2,84	...	...	17,051,5	64,32	310,0	23	17,570,5	70,01	3,96
			1908	55,2	2,83	179,1	3,27	...	...	19,498,0	77,56	263,8	21	19,996,1	83,87	4,81
			1909	56,1	2,89	171,1	3,12	...	...	19,936,2	75,17	338,8	24	20,502,2	81,42	4,83
			1910	55,4	3,00	166,8	3,11	...	...	20,930,6	74,94	397,8	27	21,550,6	81,32	4,74
16	(*a*)	Deoghur...	1905	1,7	1	...	...	6,4	2	265,4	36	...	...	273,5	39	2
			1906	...	...	...	...	...	...	328,9	47	...	...	328,9	47	...
			1907	2,0	1	...	...	...	...	313,8	44	...	...	315,8	45	1
			1908	2,4	1	...	...	...	...	316,4	41	...	...	318,8	42	2
			1909	2,2	1	...	...	...	...	308,4	41	...	...	310,6	42	1
			1910	†	†	...	...	...	...	†‡	†	...	...	†	†	†
17	(*a*)& (*b*)	Dibru-Sadiya.	1905	3,8	9	3,4	4	...	...	345,5	1,28	...	...	352,7	1,41	24
			1906	5,4	9	4,5	5	...	...	385,7	1,41	...	...	395,6	1,55	24
			1907	5,8	10	4,8	5	...	...	405,2	1,36	...	...	415,8	1,51	25
			1908	6,7	10	6,0	5	...	...	483,4	1,58	...	...	496,1	1,73	26
			1909	7,1	10	6,2	5	...	...	498,9	1,57	...	...	512,2	1,72	26
			1910	8,1	11	7,1	6	...	...	524,6	1,63	...	...	539,8	1,80	31
3	(*b*) to (*d*)	Eastern Bengal State.	1905	§	76	§	1,15	§	2,54	§	27,54	§	6	§	32,05	3,86
			1906	§	89	§	1,16	§	2,70	§	32,77	§	8	§	37,60	4,40
			1907	§	1,09	§	1,53	§	4,19	§	33,55	§	10	§	40,46	5,32
			1908	§	1,08	§	1,66	§	5,49	§	35,69	§	10	§	44,02	4,47
			1909	§	1,26	§	1,69	§	4,76	§	35,28	§	10	§	43,09	4,22
			1910	§	94	§	1,52	§	4,89	§	37,51	§	10	§	44,46	10,00

* Included with the South Indian railway 3′ 3⅜″ gauge section.
† Information not furnished.
§ Included with the Eastern Bengal State railway 5′ 6″ gauge section.

4—contd.

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other Goods Traffic.	Total Goods Traffic.		Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
72,02	1,414	60,23	3	21	81	2,39	840	9,26	2	56	43	2,340	73,08	42	...	11,48	1,57,00
78,59	1,399	64,84	3	31	85	2,69	768	8,78	1	33	32	2,256	77,27	38	...	11,78	1,68,02
83,87	1,749	77,06	2	28	77	2,20	657	8,60	1	29	60	2,486	89,03	43	...	12,47	1,85,80
76,77	1,520	63,41	2	12	70	1,90	832	10,31	1	18	62	2,425	76,54	41	...	11,66	1,6[illegible],38
82,32	1,433	59,12	7	38	77	2,13	720	9,63	1	33	59	2,238	7[illegible],18	35	...	10,71	1,65,56
92,67	1,536	68,19	4	15	115	3,04	675	8,92	2	37	19	2,332	80,86	39	...	13,16	1,87,08
23,38	*	28,50	*	19	*	1	*	1,10	*	9	10	*	29,99	5	...	3,83	57,25
23,65	*	30,27	*	30	*	6	*	1,00	*	16	21	*	32,00	5	...	6,60	62,30
25,93	*	30,33	*	24	*	6	*	1,00	*	19	22	*	32,04	6	...	5,36	63,39
15,44	286	14,50	...	...	19	52	127	1,98	...	2	14	4,32	17,16	21	21	1,81	34,83
16,96	453	19,22	...	1	23	64	128	2,30	...	4	20	6,04	22,41	26	23	2,34	42,20
19,19	498	22,89	...	2	33	1,00	127	2,49	...	5	23	6,58	26,68	26	12	2,65	48,90
20,61	388	18,29	...	1	48	1,79	171	3,43	...	4	19	6,07	23,75	23	16	2,22	46,97
21,58	404	19,83	...	1	48	1,62	209	3,16	...	4	25	6,61	21,91	20	17	2,29	49,15
23,48	399	20,36	...	1	57	1,96	165	2,72	...	5	30	6,21	25,40	19	5	2,58	51,70
‖55,89	1,309	56,41	1	13	91	1,26	413	5,24	1	11	49	1,815	‖57,03	40	8,16	2,13	1,23,61
‖61,26	1,561	70,65	...	...	119	1,62	404	4,99	5	68	33	2,089	‖70,42	43	9,26	2,66	1,43,83
‖69,75	1,699	83,35	...	1	110	1,39	443	5,63	11	1,28	33	2,269	‖82,26	47	10,07	2,44	1,64,99
‖73,97	1,600	72,58	...	...	112	1,50	381	5,04	12	1,37	31	2,105	‖73,89	46	10,39	2,78	1,61,49
‖70,70	1,561	69,88	...	...	105	1,20	431	5,50	6	70	34	2,103	‖72,10	39	10,42	2,59	1,56,20
‖78,83	1,646	71,48	...	3	113	1,31	534	6,76	8	99	20	2,301	‖74,44	44	10,77	3,24	1,67,72
2,08	67	4,88	...	...	8	38	119	1,09	...	...	7	194	6,42	1	...	31	8,82
2,09	79	5,93	...	...	14	58	108	1,03	...	...	3	201	7,57	3	13	11	9,93
2,30	87	6,39	...	...	15	58	42	61	...	...	3	144	7,61	3	16	15	10,25
2,86	87	6,61	...	...	18	64	9	6	...	...	7	114	7,38	2	17	14	10,57
2,86	83	6,40	...	...	19	75	6	4	...	...	10	108	7,29	1	18	21	10,55
2,89	87	6,96	...	...	22	92	14	11	...	...	6	123	8,05	2	17	32	11,45
13,35	264	8,11	...	...	6	7	14	11	...	1	3	284	8,33	20	...	52	22,40
13,83	283	8,71	...	...	11	11	22	16	...	1	1	316	9,00	21	...	52	23,56
15,46	349	10,78	...	...	10	11	18	15	1	2	2	37[illegible]	11,08	24	...	79	27,57
17,05	299	10,47	...	...	7	7	37	29	1	5	3	344	10,91	21	...	66	28,83
16,84	318	10,40	...	...	11	11	28	17	1	4	3	358	10,75	20	...	52	26,31
18,95	337	11,69	...	...	10	15	26	14	1	5	6	374	12,09	21	...	83	32,08
69,57	1,486	76,46	2	28	1	1	934	6,15	7	2,17	30	2,480	85,37	26	53	2,03	1,57,76
71,40	1,412	72,55	2	30	1	1	1,167	7,26	7	2,00	35	2,589	82,47	23	59	2,63	1,57,32
73,97	1,547	82,19	1	12	1	3	1,112	6,57	9	2,20	23	2,670	91,34	24	55	1,75	1,67,85
88,68	1,624	85,08	3	13	1	7	1,458	7,74	8	2,21	20	3,094	95,43	23	60	3,15	1,88,09
86,25	1,682	90,09	3	16	4	26	1,236	7,29	7	1,83	30	2,932	99,93	20	60	7,71	1,94,69
86,06	1,838	96,07	3	16	10	60	1,097	7,20	8	2,27	24	2,956	1,06,54	20	70	4,76	1,98,26
41	12	3	...	...	2	1	...	...	...	...	...	14	4	...	...	...	45
47	15	5	...	...	...	...	...	...	...	...	...	15	5	...	...	1	53
46	21	9	...	...	...	...	...	...	...	...	...	21	9	...	...	1	56
44	16	5	...	...	4	1	...	...	...	...	...	20	6	...	...	1	51
43	15	6	...	...	4	1	...	...	...	...	...	19	7	...	...	...	50
†	†	†	...	...	†	†	...	...	...	...	...	†	†	...	...	†	†
1,65	81	3,06	...	...	551	4,89	10	3	...	1	1	642	8,00	7	...	42	10,14
1,79	95	3,46	...	...	562	4,82	10	3	...	1	1	667	8,33	8	...	54	10,74
1,76	103	3,58	...	...	572	5,00	9	3	...	...	...	684	8,61	7	...	55	10,99
1,99	97	3,48	...	...	531	4,80	8	2	...	...	1	636	8,31	8	...	56	10,94
1,98	107	3,65	...	...	597	5,70	10	3	...	...	1	714	9,39	7	...	46	11,90
2,11	113	3,70	...	...	577	5,63	13	5	...	...	2	703	9,40	6	...	43	12,00
35,91	§	40,34	§	...	§	1,32	§	3,12	§	...	22	§	45,00	19	7,17	1,10	89,37
42,00	§	52,48	§	...	§	1,64	§	2,81	§	19	62	§	57,74	21	8,84	81	1,09,60
45,78	§	43,30	§	...	§	83	§	5,42	§	62	29	§	50,46	23	9,16	95	1,06,58
48,49	§	53,12	§	...	§	1,00	§	3,57	§	72	29	§	58,70	22	9,97	90	1,18,28
47,31	§	55,84	§	3	§	1,24	§	2,84	§	52	26	§	60,73	25	10,60	1,38	1,20,27
54,46	§	51,00	§	4	§	1,42	§	4,77	§	44	18	§	57,85	28	11,09	60	1,24,28

* Included with the South Indian railway 3′ 3⅜″ gauge section.

‖ Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge link) earnings which, as to details, are included with the Bengal and North-Western railway and as to totals with the Oudh and Rohilkhand State railway.

‡ Live stock has been converted into tons at:—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant ... = 2·50 tons.

† Information not furnished.

§ Included with the Eastern Bengal State railway 5′ 6″ gauge section.

APPEN

Details of gross earnings

Classification no of Railway. (Detailed in "Index" to "Appendix 9).		Railway system.	Year.	Coaching traffic.												Other coaching traffic earnings. [In thousands.]
				Passenger traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3′ 3⅜″ gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
7	(*c*)	Hyderabad Godavari Valley.	1905	4,0	21	37,5	81	...	...	1,538,9	7,66	10,7	5	1,591,1	8,73	88
			1906	3,7	21	39,5	88	...	...	1,750,5	8,22	9,4	7	1,803,1	9,38	94
			1907	4,5	26	43,7	99	...	...	2,039,3	9,64	8,0	4	2,0 5,5	10,93	105
			1908	4,3	24	41,7	95	...	...	2,165,9	9,84	11,0	5	2,222,9	11,08	97
			1909	4,5	29	42,1	95	...	...	2,275,4	9,82	19,7	5	2,341,7	11,11	102
			1910	4,5	28	35,0	96	...	...	2,153,7	10,96	27,5	6	2,220,7	12,26	114
18	(*a*) to (*d*)	Jodhpur-Bikaner.	1905	3,8	27	17,9	56	50,5	59	1,898,2	11,12	...	...	1,970,4	12,54	1,50
			1906	4,5	36	17,4	52	58,0	62	2,027,5	11,56	...	...	2,107,4	13,03	1,60
			1907	3,7	29	19,3	59	69,3	74	2,365,8	13,28	...	...	2,458,1	14,90	1,68
			1908	3,9	30	18,7	57	69,8	71	2,611,0	14,32	...	...	2,703,4	15,90	1,66
			1909	4,9	40	18,6	57	69,4	72	2,719,7	14,17	...	...	2,812,6	15,86	1,75
			1910	3,7	28	22,3	66	86,9	90	3,530,6	18,23	...	..	3,643,5	20,12	2,17
...	...	Southern Mahratta	1905	18,7	1,47	79,9	2,06	...	...	8,286,0	34,41	19,0	2	8,403,6	37,96	5,58
			1906	20,2	1,56	87,4	2,26	...	...	8,858,4	36,60	25,3	3	8,991,3	39,85	5,71
			1907	21,9	1,73	93,7	2,36	...	...	9,877,9	38,95	26,4	3	10,022,9	43,07	5,55
6	(*c*) to (*l*)	Madras and Southern Mahratta	1908	*	1,67	*	2,53	...	...	*	49,35	*	2	*	53,57	6,73
			1909	*	1,66	*	2,52	...	...	*	50,71	*	3	*	54,92	6,40
			1910	*	1,62	*	2,98	...	...	*	53,91	*	6	*	58,57	6,74
19	(*a*)	Morvi ...	1905	1,6	6	10,0	17	218,5	1,52	56,1	37	...	...	286,2	2,12	23
			1906	1,7	6	10,4	18	283,1	1,94	...	...	...	...	295,2	2,18	24
			1907	2,5	9	12,0	22	263,8	1,95	62,0	39	3	...	340,6	2,65	29
			1908	2,3	9	12,1	22	129,7	1,10	255,6	1,67	4	...	400,1	3,08	30
			1909	1,9	8	10,8	19	116,8	97	269,9	1,70	...	...	399,4	2,94	27
			1910	2,1	10	9,8	23	139,0	1,17	311,3	1,94	...	...	462,2	3,44	35
10	(*d*)	Nilgiri ...	1905	3,3	33	5,1	26	...	...	76,2	51	2,2	...	86,8	1,10	43
			1906	3,5	35	6,2	31	...	...	80,8	50	1,0	...	91,5	1,16	50
			1907	3,5	35	5,7	28	...	...	83,3	53	3	...	92,8	1,16	48
			1908	†	36	†	24	...	...	†	68	†	...	†	1,28	49
			1909	†	34	†	26	...	...	†	82	†	2	†	1,44	58
			1910	†	45	†	15	...	...	†	94	†	2	†	1,56	80
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa.	1905	29,0	1,69	103,9	2,69	261,6	2,85	14,813,3	74,79	15,2	4	15,228,0	82,06	9,27
			1906	28,0	1,73	106,7	2,71	232,3	2,67	16,501,1	81,05	23,4	6	16,891,5	88,22	9,30
			1907	33,1	1,76	130,7	2,64	343,3	3,88	18,996,2	87,54	25,4	6	19,534,7	95,88	9,76
			1908	29,8	1,74	124,2	2,73	275,3	3,32	19,274,2	85,29	38,0	6	19,741,5	93,14	10,40
			1909	29,9	1,65	120,3	2,61	231,1	2,91	19,132,5	84,09	42,7	6	19,556,5	91,32	9,75
			1910	27,8	2,17	102,3	3,11	229,1	2,75	22,314,9	98,87	53,4	8	22,727,5	1,06,98	10,07
20	(*a*) & (*b*)	Rohilkund and Kumaon.	1905	6,1	45	24,8	87	13,6	11	1,727,1	6,20	...	...	1,771,6	7,63	97
			1906	6,3	44	26,6	86	22,6	20	2,751,4	8,46	...	...	2,806,3	9,96	1,11
			1907	6,8	48	26,4	87	27,5	26	3,133,8	9,47	4	...	3,194,9	11,03	1,16
			1908	7,4	52	27,9	86	26,8	25	2,983,6	8,90	3	...	3,046,0	10,53	1,18
			1909	6,9	54	24,3	91	29,0	27	3,322.3	10,54	7,2	1	3,389,7	12,27	1,20
			1910	6,1	49	24,4	93	31,7	30	3,852,2	11,61	6,6	1	3,921,0	13,39	1,35
10	(*f*)	Shoranur-Cochin.	1905	2,2	5	15,3	13	...	...	619,8	2,05	7,4	1	644,7	2,24	12
			1906	2,4	5	15,4	13	...	...	624,8	2,00	8,3	1	650,9	2,19	11
			1907	2,5	6	16,3	13	...	...	666,3	2,13	10,0	1	695,1	2,33	13
			1908	†	6	†	16	...	...	†	2,43	†	1	†	2,66	17
			1909	†	7	†	18	...	...	†	2,65	†	1	†	2,91	16
			1910	†	9	†	21	...	...	†	2,88	†	1	†	3,19	20
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian.	1905	24,5	1,28	150,1	2,46	...	...	18,793,6	69,04	415,0	18	19,383,2	72,96	4,27
			1906	25,0	1,38	159,0	2,67	...	...	19,727,6	70,67	439,0	20	20,350,6	74,92	4,49
			1907	26,4	1,50	178,6	2,98	...	...	22,938,9	77,99	512,1	23	23,6 .6,0	82,70	5,07
			1908	§49,4	1,51	§294,0	3,20	...	...	30,277,3§	78,18	§ 669,3	30	31,2 0,0§	83,19	5,27
			1909	§47,2	1,30	§329,8	3,72	...	...	30,528,5§	83,62	§1,003,6	37	31,900,1§	91,01	5,81
			1910	§52,6	1,78	§331,4	3,96	...	...	32,479,9§	86,02	§1,195,4	49	34,059,3§	92,25	5,94
21	(*a*)	Udaipur-Chitorgarh.	1905	7	4	2,2	6	...	...	253,5	1,12	5	...	256,9	1,22	10
			1906	1,0	4	2,0	6	1,3	1	271,1	1,21	5	...	276,9	1,32	14
			1907	1,5	6	2,4	6	3,0	3	280,8	1,23	5	...	288,2	1,38	10
			1908	2,0	9	2,6	7	2,5	3	276,1	1,23	5	...	283,7	1,42	13
			1909	1,0	7	2,1	6	2,2	2	266,9	1,24	5	...	272,7	1,39	10
			1910	1,0	6	1,7	5	1,9	2	295,7	1,27	5	...	300,8	1,40	11

* Included with the Madras and Southern Mahratta railway 5′ 6″ gauge section.
† Included with the South Indian railway, 3′ 3⅜″ gauge section.
§ Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and Coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
9,61	232	18,03	...	4	6	31	135	73	...	3	5	373	19,19	11	...	72	29,63
10,32	225	17,96	...	2	9	40	108	71	...	3	6	342	19,18	12	...	71	30,33
11,98	219	18,06	...	2	15	64	78	88	...	5	8	312	19,73	13	...	71	32,55
12,05	238	18,22	...	...	9	37	115	79	...	9	5	362	19,52	14	...	71	32,42
12,13	235	18,12	...	1	12	47	161	83	1	10	7	409	19,60	12	...	70	32,55
13,40	247	20,31	1	4	13	54	157	1,21	...	4	9	418	22,23	12	...	81	36,56
14,04	391	18,74	1	10	27	82	52	52	...	3	8	471	20,29	41	...	50	35,24
14,66	493	23,38	1	8	23	66	70	90	...	1	9	587	25,12	38	...	60	40,76
16,58	454	19,51	1	10	19	43	56	57	...	3	6	530	20,70	37	...	63	38,28
17,56	328	13,78	...	6	14	24	176	1,91	...	3	5	518	16,07	33	...	66	34,62
17,61	420	16,89	1	6	11	13	197	1,43	...	5	4	629	18,65	13	...	116	37,55
22,29	521	22,04	...	4	15	15	151	1,87	...	6	6	687	24,22	14	...	86	47,51
43,54	1,119	63,78	1	18	8	36	213	3,98	1	16	30	1,342	68,76	32	1,76	1,65	1,16,03
45,56	1,171	69,39	2	30	9	48	231	4,64	2	23	34	1,415	75,42	35	1,85	1,49	1,24,67
48,62	1,311	78,07	3	27	16	81	224	4,88	2	23	37	1,556	84,63	40	3,63	1,76	1,39,04
60,30	*	90,80	*	26	*	1,63	*	5,15	*	21	38	*	98,43	38	3,66	2,16	1,64,93
61,32	*	86,64	*	31	*	1,60	*	6,17	*	37	33	*	95,42	31	3,24	1,68	1,61,97
65,31	*	92,40	*	30	*	57	*	4,93	*	39	32	*	98,91	31	3,98	2,35	1,70,86
2,35	22	62	..	...	...	...	27	21	...	...	1	49	84	6	...	—1	3,24
2,42	26	52	...	...	...	...	8	8	...	...	...	34	60	3	...	3	3,08
2,94	47	1,06	...	...	1	1	6	5	...	1	...	54	1,13	4	...	1	4,12
3,38	62	1,54	...	...	1	2	12	8	...	1	...	75	1,65	4	...	1	5,08
3,21	62	1,42	...	...	1	2	1	1	...	1	...	64	1,46	3	...	2	4,72
3,79	51	1,38	...	...	1	1	6	4	...	1	...	58	1,44	4	...	2	5,29
1,53	22	1,45	...	2	2	9	...	4	...	...	1	25	1,61	...	...	1	3,15
1,66	19	1,40	...	2	...	...	2	9	...	...	1	21	1,52	...	...	2	3,20
1,64	21	1,22	3	34	...	2	2	11	...	...	1	26	1,70	...	...	...	3,34
1,77	†	1,14	†	15	...	...	†	25	...	...	1	†	1,55	...	...	4	3,36
2,02	†	1,49	†	24	†	5	†	25	...	...	1	†	2,04	...	...	3	4,09
2,36	†	1,78	†	20	†	5	†	15	...	...	1	†	2,19	...	...	2	4,57
91,33	2,154	1,85,93	6	76	36	91	466	7,21	7	1,20	28	2,669	1,96,29	73	...	4,92	2,98,27
97,52	2,278	1,76,84	2	54	38	1,16	362	6,61	11	1,41	41	2,691	1,86,97	71	...	4,32	2,89,52
1,05,64	2,399	1,76,56	3	60	130	1,85	314	6,25	10	1,04	33	2,856	1,86,63	72	...	4,92	2,97,91
1,03,63	1,899	1,33,31	3	35	136	2,05	387	8,09	14	1,43	36	2,439	1,50,59	68	...	4,16	2,59,06
1,01,07	2,050	1,47,15	5	63	175	2,69	325	6,26	18	2,19	33	2,573	1,59,25	55	...	4,10	2,64,97
1,17,05	2,245	1,65,09	4	42	217	3,42	299	5,24	23	2,96	39	2,788	1,77,52	65	...	4,76	2,99,98
8,60	341	9,56	1	6	1	1	98	73	...	...	6	441	10,42	8	...	78	19,88
11,07	385	11,18	2	12	1	2	114	75	...	...	6	502	12,13	8	...	1,31	24,59
12,24	419	12,66	2	12	2	2	211	1,13	...	1	12	634	14,06	9	...	1,26	27,65
11,71	462	13,36	4	16	3	3	314	95	...	...	24	783	14,74	10	...	1,05	27,60
13,47	512	13,68	9	16	5	6	135	1,10	...	...	12	661	15,12	8	...	1,21	29,88
14,74	539	13,99	6	11	5	5	115	1,35	...	1	...	665	15,51	9	...	1,37	31,71
2,36	73	1,42	...	...	...	...	9	3	...	...	3	82	1,44	1	...	6	3,87
2,30	73	1,48	...	...	...	...	10	3	...	...	3	83	1,54	1	...	6	3,91
2,46	81	1,57	...	...	...	...	15	5	...	...	2	96	1,64	1	...	6	4,17
2,83	†	1,52	...	...	...	...	†	2	...	...	2	†	1,56	1	...	4	4,44
3,07	†	2,00	...	...	...	...	†	2	...	1	3	†	2,06	1	...	2	5,16
3,39	†	2,13	...	...	...	...	†	2	...	...	4	†	2,19	1	...	4	5,63
77,23	1,403	57,72	...	4	32	52	1,663	2,53	5	41	37	3,103	61,63	31	...	1,86	1,41,03
79,41	1,483	58,72	...	5	19	26	1,725	2,82	6	41	41	3,233	62,67	32	...	2,28	1,44,68
87,77	1,598	60,60	...	5	35	41	1,949	2,83	7	45	31	3,589	64,65	32	...	1,83	1,54,57
89,46	§2,466	61,52	§3	8	§35	43	§1,549	2,14	§ 9	43	29	§4,062	66,89	32	...	1,93	1,57,60
96,82	§2,166	61,91	§3	5	§22	34	§ 401	1,90	§ 9	35	49	§2,601	65,04	31	...	2,69	1,64,86
98,19	§2,280	66,67	§3	5	§29	43	§ 391	2,13	§14	69	61	§2,717	70,58	34	...	2,30	1,71,41
1,32	16	71	...	...	...	...	...	1	...	...	1	16	73	1	...	2	2,08
1,46	22	95	...	...	...	...	5	1	...	...	1	27	97	1	...	3	2,47
1,48	22	97	...	...	...	...	1	1	...	...	1	23	99	1	...	3	2,51
1,55	17	78	...	...	...	...	...	...	...	...	2	17	80	1	...	3	2,39
1,49	21	87	...	...	...	1	1	1	...	...	1	22	90	1	...	3	2,43
1,51	22	92	...	...	...	1	1	1	...	...	1	23	95	2	...	4	2,52

* Included with the Madras and Southern Mahratta railway, 5′ 6″ gauge section.

† Included with the South Indian railway 3′ 3⅜″ gauge section.

‡ Live stock has been converted into tons at:—

A head of cattle, or a pony or horse ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

§ Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

APPEN

Details of gross earnings

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
					Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
		2′ 6″ GAUGE.														
24	(a)	Baraset-Basirhat Light.	1905	...	...	...	...	...	...	298,5	1,04	...	...	298,5	1,04	4
			1906	...	...	...	...	...	...	412,5	1,39	...	...	412,5	1,39	5
			1907	...	...	...	...	...	...	501,5	1,62	...	...	501,5	1,62	5
			1908	...	...	...	...	...	...	409,5	1,37	...	...	409,5	1,37	4
			1909	2	1	2,3	2	12,8	7	439,8	1,42	21,1	3	476,2	1,55	6
			1910	2	1	2,7	3	11,3	7	502,4	1,80	21,6	3	538,2	1,94	12
25	(a)	Barsi Light	1905	...	...	4	1	...	...	100,9	32	...	...	101,3	33	4
			1906	5	1	4	1	...	...	176,3	67	...	...	177,2	69	3
			1907	5	2	3,3	6	...	...	654,5	3,02	...	...	658,3	3,10	8
			1908	3	1	2,5	4	...	...	503,5	2,24	...	...	506,3	2,29	6
			1909	4	1	2,8	5	...	...	732,3	3,41	...	...	735,5	3,47	8
			1910	5	1	3,7	6	...	...	800,3	3,65	...	...	804,5	3,72	10
26	(a)	Bukhtiarpore-Behar Light.	1905	...	...	...	...	...	...	252,2	60	...	...	252,2	60	3
			1906	...	...	...	...	...	...	274,1	66	...	...	274,1	66	4
			1907	...	...	...	...	...	...	314,1	79	...	...	314,1	79	3
			1908	...	...	...	...	...	...	279,9	69	...	...	279,9	69	4
			1909	1,0	1	1,9	1	13,1	6	395,5	1,00	...	...	411,5	1,08	4
			1910	9	1	1,9	1	13,5	7	349,2	78	...	...	365,5	87	4
28	(a)	Cutch ...	1905	...	...	...	...	...	...	2,7	1	...	...	2,7	1	...
			1906	...	...	...	...	...	...	8,8	2	...	...	8,8	2	...
			1907	...	...	...	...	...	...	21,4	7	...	...	21,4	7	2
			1908	...	...	...	...	...	...	23,4	6	...	...	23,4	6	2
			1909	1	...	...	...	...	...	75,7	34	...	...	75,8	34	7
			1910	2	...	1,2	2	...	...	97,6	42	...	...	99,0	44	6
30	(a)	Dholpur-Bari.	1908	1	...	...	...	...	...	39,4	11	...	...	39,5	11	1
			1909	...	...	2	...	...	...	52,0	14	...	...	52,2	14	1
			1910	...	1	6	...	...	...	72,0	20	...	...	72,6	21	2
...	...	Kalka-Simla.	1905	5,5	78	10,3	65	...	...	81,2	1,90	...	...	97,0	3,33	1,04
			1906	4,7	68	10,6	68	...	...	80,8	1,83	...	...	96,1	3,19	1,08
			1907	Amalgamated with the North-Western State railway.												
10	(j) & (k)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1905	...	...	4	...	...	...	35,5	9	1,1	...	37,0	9	...
			1906	2	...	1,9	1	...	...	238,5	51	4,2	...	244,8	52	2
			1907	...	...	2,2	2	...	...	287,6	61	2,1	...	291,9	63	2
			1908	*	...	*	1	...	...	*	62	*	...	*	63	3
			1909	*	...	*	2	...	...	*	52	*	...	*	54	3
			1910	*	...	*	2	...	...	*	64	*	...	*	66	3
1	(d)	Mourbhanj	1905	1	...	4	1	5	...	28,9	10	...	...	29,9	11	1
			1906	2	...	4	1	1,3	1	62,4	20	...	...	64,3	22	2
			1907	...	...	5	1	1,8	1	66,1	22	...	...	68,4	24	1
			1908	1	...	5	1	1,5	1	67,8	22	...	...	69,9	24	2
			1909	2	1	6	1	1,6	1	69,8	22	...	...	72,2	25	1
			1910	1	...	4	1	1,6	1	63,3	20	...	...	65,4	22	2
1	(e)	Parlakimedi Light.	1905	3	1	...	...	2,7	1	65,1	15	...	...	68,1	17	2
			1906	3	...	...	...	2,6	1	79,2	13	...	...	82,1	14	1
			1907	3	1	...	...	2,3	1	111,9	15	...	...	114,5	17	1
			1908	4	1	...	...	1,3	...	117,1	17	...	...	118,8	18	1
			1909	3	1	...	...	1,8	1	121,1	17	...	...	123,2	19	2
			1910	4	1	...	...	2,3	1	127,7	18	...	...	130,4	20	2
20	(c)	Powayan Light.	1905	2	...	1,2	1	...	...	296,4	46	...	...	297,8	47	2
			1906	2	...	1,6	1	...	...	320,6	50	...	...	322,4	51	2
			1907	...	...	1,7	1	...	...	327,2	51	...	...	328,9	52	1
			1908	1	...	1,7	1	...	...	349,0	48	...	...	350,8	49	1
			1909	1	...	1,9	1	...	...	314,9	49	...	...	316,9	50	2
			1910	1	...	2,0	1	...	...	361,5	56	...	...	363,6	57	2
33	(a)	Shahdara (Delhi)-Saharanpur Light.	1907	...	...	...	...	...	...	165,0	59	...	...	165,0	59	1
			1908	1	...	3	1	10,5	6	589,7	2,00	...	...	600,6	2,07	7
			1909	2	1	2	...	8,9	5	651,4	2,14	...	...	660,7	2,20	8
			1910	4	1	...	...	12,4	7	848,7	2,78	...	...	861,5	2,86	9

* Included with the South Indian railway, 3′ 3⅜″ gauge section.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,08	2	3	...	...	...	...	...	...	...	...	...	2	3	...	...	...	1,11
1,44	4	6	...	...	...	...	...	...	...	...	...	4	6	...	...	1	1,51
1,67	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	1	1,73
1,41	2	8	...	...	...	...	...	...	...	...	...	2	8	...	...	...	1,49
1,61	2	13	...	...	...	...	...	...	...	...	...	2	13	...	...	...	1,74
2,06	13	29	...	...	...	...	...	...	...	...	...	13	29	...	...	1	2,36
37	79	1,77	...	...	...	...	3	2	...	...	...	82	1,79	...	...	3	2,19
72	56	1,38	...	...	...	...	1	1	...	...	1	57	1,40	1	...	6	2,19
3,18	80	2,09	...	...	1	1	1	...	...	...	1	82	2,11	1	...	13	5,43
2,35	69	1,85	...	...	...	...	...	...	...	...	1	69	1,86	2	...	8	4,31
3,55	97	2,68	...	...	1	2	12	6	...	...	2	110	2,78	2	...	10	6,45
3,82	102	2,89	...	...	2	4	4	1	...	...	3	108	2,97	2	...	17	6,98
63	19	26	...	...	...	...	...	...	...	...	...	19	26	...	...	...	89
70	28	41	...	...	...	...	...	...	...	...	...	28	41	...	...	...	1,11
82	21	28	...	...	...	...	...	...	...	...	...	21	28	...	...	1	1,11
73	28	37	...	...	...	...	...	...	...	...	...	28	37	...	...	...	1,10
1,12	29	39	...	...	...	...	...	...	...	...	...	29	39	...	...	1	1,52
91	26	32	...	...	...	...	...	...	...	...	...	26	32	...	...	1	1,24
1	7	27	...	...	...	...	...	...	...	...	...	7	27	...	...	...	28
2	11	33	...	...	...	...	...	...	...	...	...	11	33	...	...	5	40
9	9	24	...	...	...	...	2	5	...	...	...	11	29	...	...	5	43
8	9	25	...	...	1	2	...	...	...	...	2	10	29	...	...	3	40
41	15	35	...	...	1	2	...	...	...	...	6	16	43	...	...	1	85
50	17	34	...	...	1	2	...	...	...	...	7	18	43	...	...	1	94
12	17	9	...	...	...	...	...	...	...	...	...	17	9	...	...	...	21
15	26	20	...	...	...	...	...	...	...	...	...	26	20	...	...	1	36
23	19	24	...	...	...	...	...	...	...	...	...	19	24	1	...	...	48
4,37	20	2,47	1	11	3	31	3	9	...	...	1	27	2,99	2	...	14	7,52
4,27	25	2,65	1	13	4	42	2	5	...	...	2	32	3,27	2	...	8	7,64
9	2	4	...	...	...	...	...	...	...	...	...	2	4	...	...	...	13
54	14	24	...	...	1	1	...	...	...	...	...	15	25	...	...	...	79
65	15	26	...	...	...	1	...	...	...	...	...	15	27	...	...	1	93
66	*	24	...	...	...	...	...	...	...	...	...	*	24	...	...	1	91
57	*	28	...	...	...	...	...	...	...	...	...	*	28	...	...	...	85
69	*	33	...	...	...	...	...	...	...	...	1	*	34	...	...	...	1,03
12	3	7	...	...	...	...	10	11	...	...	1	13	19	...	...	...	31
24	12	19	...	...	...	...	...	...	...	...	1	12	20	1	...	1	46
25	11	17	...	...	...	1	...	...	...	...	...	11	18	...	...	1	44
26	16	24	...	...	...	...	...	...	...	...	...	16	24	1	...	...	51
26	15	28	...	...	...	...	...	...	...	...	...	15	28	1	...	...	55
24	17	31	...	...	...	...	1	1	...	...	1	18	33	...	...	1	58
19	10	9	...	...	...	...	...	...	...	...	...	10	8	...	...	...	27
15	6	5	...	...	...	...	1	1	...	...	...	7	6	...	...	...	21
18	7	5	...	...	...	...	1	1	...	...	...	8	6	...	...	1	25
19	6	5	...	...	...	...	2	2	...	...	...	8	7	...	...	...	26
21	5	4	...	...	...	...	1	1	...	...	...	6	5	...	...	...	26
22	6	5	...	...	...	...	...	...	...	...	...	6	5	...	...	...	27
49	29	43	...	...	...	...	1	...	...	...	1	30	44	...	...	...	93
53	31	46	...	...	...	...	1	...	...	...	...	32	46	...	...	...	99
53	23	33	...	...	...	...	1	1	...	...	...	24	34	...	...	...	87
50	21	32	...	...	...	...	1	...	...	...	—1	22	31	...	...	...	81
52	27	36	...	...	...	...	7	4	...	...	...	34	40	...	...	...	92
59	25	35	...	...	...	...	2	1	...	...	...	27	36	...	...	...	95
60	14	41	...	...	...	...	...	...	...	...	...	14	41	...	...	...	1,01
2,14	42	1,16	...	...	...	...	3	5	...	...	...	45	1,21	...	...	1	3,36
2,28	68	1,77	...	...	...	...	3	1	...	...	...	71	1,78	...	...	...	4,06
2,95	75	2,07	...	...	...	...	...	...	...	...	...	75	2,07	...	...	2	5,04

* Included with the South Indian railway, 3′ 3⅜″ gauge section.

† Live stock has been converted into tons at :—

A head of cattle, or a pony or horse ... = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPENDIX

Details of gross earnings

Classification No. of Railway, (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2' 6" GAUGE — *concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
34	(a)	Tarakeshwar-Magra Light.	1905	1	...	1,3	...	14,9	3	426,8	63	13,0	2	456,1	68	2
			1906	2	...	1,3	...	16,4	3	477.1	72	13,1	2	508,1	77	3
			1907	...	...	1,6	1	19,7	3	512,5	78	17,2	3	551,0	85	3
			1908	1	...	1,2	...	22,3	4	594,7	80	21,4	3	639,7	87	4
			1909	2	...	1,2	...	23,1	4	552,4	78	22,4	4	599,3	86	5
			1910	1	...	1,5	...	25,4	4	536,6	78	29,2	4	592,8	86	4
35	(a)	Tezpore-Balipara Light.	1905	2,5	3	...	...	3,9	1	147,8	33	1,0	1	155,2	38	4
			1906	2,2	2	...	...	4,4	1	126,2	33	13,0	1	155,8	37	5
			1907	2,2	3	...	...	4,5	1	136,9	32	13,2	1	156,8	37	5
			1908	1,9	2	...	...	4,9	1	136,0	32	9,8	1	152,6	36	5
			1909	1,7	2	...	...	4,5	1	124,0	31	13,9	1	144,1	35	4
			1910	2,3	3	...	...	4,8	1	132,3	33	15,5	1	154,9	38	6
		2' 0" GAUGE.														
37	(a)	Darjeeling Himalayan.	1905	6,5	74	19,7	1,01	...	...	111,2	1,31	...	...	137,4	3,06	96
			1906	7,1	82	19,2	99	...	...	108,0	1,33	...	...	134,3	3,14	98
			1907	7,2	85	19,8	92	...	...	118,3	1,38	...	...	145,3	3,15	93
			1908	7,8	89	21,3	96	...	...	136,6	1,48	...	...	165,7	3,33	94
			1909	8,3	90	21,3	92	...	...	144,3	1,53	...	...	173,9	3,35	97
			1910	7,7	94	21,9	92	...	...	176,1	1,55	...	...	205,7	3,41	1,00
38	(a)	Howrah-Amta Light.	1905	...	...	...	...	...	...	939,6	2,98	...	...	939,6	2,98	2
			1906	...	...	...	...	...	...	992,9	3,16	...	...	992,9	3,16	3
			1907	...	...	...	...	...	...	1,047,3	3,40	...	...	1,047,3	3,40	4
			1908	...	...	...	...	...	...	1,131,5	3,62	...	...	1,131,5	3,62	6
			1909	3	...	9	1	22,8	11	1,088,1	3,69	119,2	11	1,231,3	3,92	9
			1910	3	...	9	1	21,8	11	1,181,9	4,04	137,7	13	1,342,6	4,29	10
39	(a)	Howrah-Sheakhala Light.	1905	...	...	...	...	...	...	350,9	79	...	...	350,9	79	...
			1906	...	...	...	...	...	...	364,4	80	...	...	364,4	80	1
			1907	...	...	...	...	...	...	392,4	85	...	...	392,4	85	1
			1908	...	...	...	...	...	...	445,8	91	...	...	445,8	91	2
			1909	1	...	...	...	66	2	354,6	80	123,7	13	485,0	95	2
			1910	1	...	...	...	61	2	432,4	90	123,7	14	562,3	106	2
41	(a)	Jorhat ... Provincial State.	1905	...	...	...	...	...	...	166,6	26	...	...	166,6	26	...
			1906	...	...	...	...	...	...	161,6	27	...	...	161,6	27	...
			1907	...	...	...	...	...	...	185,2	30	...	...	185,2	30	...
			1908	...	...	...	...	...	...	194,4	32	...	...	194,4	32	...
			1909	...	...	...	...	...	...	194,5	31	...	...	194,5	31	...
			1910	...	...	...	...	...	...	201,6	32	...	...	201,6	32	...
42	(a)	Pipar Road Bhavi Light.	1910	...	...	...	...	...	...	3,9	1	...	...	3,9	1	...
...	...	Total of all railways.	1905	662,6	45,12	2,948,7	64,66	8,104,0	83,06	218,413,1	10,68,76	18,028,8	12,23	248,157,2	12,73,83	1,66,67
			1906	683,8	47,23	3,026,1	67,35	8,493,7	86,87	239,391,2	11,53,48	19,468,2	13,38	271,063,0	13,68,31	1,71,16
			1907	732,0	50,24	3,303,1	70,21	9,873,4	93,10	271,223,6	12,76,92	20,733,2	14,03	305,865,3	15,04,50	1,80,76
			1908	747,7	50,84	3,327,5	71,10	10,060,2	93,61	284,578,9	13,06,78	22,454,7	14,54	321,169,0	15,36,87	1,86,00
			1909	748,4	51,90	3,344,8	71,63	10,028,4	87,87	291,544,3	13,38,95	23,713,7	15,59	329,379,6	15,65,94	1,89,67
			1910	778,4	58,82	2,962,1	77,23	11,032,9	94,99	332,461,7	14,65,16	24,340,9	15,85	371,576,0	17,12,04	2,09,01

4—*concld.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
70	21	13	...	...	...	...	1	2	...	...	...	22	15	1	...	1	87
80	25	17	...	...	...	...	1	1	...	...	...	26	18	1	...	1	1,00
88	32	20	...	...	...	...	1	1	...	...	...	33	21	...	...	1	1,10
91	29	20	...	...	...	...	1	1	...	...	...	30	21	...	...	1	1,13
91	45	10	...	...	...	...	1	1	...	...	20	46	31	1	...	1	1,24
90	47	32	...	...	1	1	...	...	...	...	...	48	33	...	...	1	1,24
42	12	50	...	...	2	5	...	...	...	...	...	14	55	1	...	5	1,03
42	13	56	...	...	3	8	...	...	...	...	...	16	64	1	...	8	1,15
42	12	53	...	...	3	8	...	...	...	...	1	15	62	2	...	6	1,12
41	6	33	...	...	3	8	...	...	...	...	1	9	42	1	...	5	89
39	6	30	...	...	3	10	...	...	...	...	1	9	41	1	...	5	86
44	6	33	...	...	4	11	...	...	...	...	1	10	45	1	...	4	94
4,02	36	4,89	...	7	2	15	6	35	...	...	11	44	5,57	3	...	10	9,72
4,12	36	4,83	...	6	2	15	6	36	...	...	9	44	5,49	2	...	17	9,80
4,08	34	4,49	...	11	3	22	9	31	...	1	10	46	5,24	2	...	16	9,50
4,27	32	4,36	...	9	3	21	8	32	...	...	9	43	5,07	3	...	7	9,44
4,32	37	4,76	...	9	2	20	8	31	...	...	9	47	5,45	3	...	9	9,89
4,41	35	4,81	...	8	3	23	8	35	...	...	6	46	5,53	3	...	6	10,03
3,00	17	28	...	...	...	...	...	...	...	...	...	17	28	...	...	1	3,29
3,19	20	32	...	...	...	...	...	...	...	...	...	20	32	...	...	...	3,51
3,44	16	26	...	...	...	...	...	...	...	...	...	16	26	...	...	...	3,70
3,68	17	29	...	...	...	...	...	...	...	...	...	17	29	...	...	1	3,98
4,01	19	35	...	...	...	...	...	...	...	...	...	19	35	...	...	1	4,37
4,39	20	44	...	...	...	...	...	...	...	...	...	20	44	...	...	1	4,84
79	6	8	...	...	...	...	...	...	...	...	...	6	8	...	...	1	88
81	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	1	91
86	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	...	95
93	6	8	...	...	...	...	...	...	...	...	...	6	8	...	...	...	1,01
97	8	10	...	...	...	...	...	...	...	...	...	8	10	...	...	...	1,07
1,08	8	12	...	...	...	...	...	...	...	...	...	8	12	...	...	...	1,20
26	10	48	...	...	...	...	...	...	...	...	...	10	48	2	...	3	79
27	15	59	...	...	...	...	...	...	...	...	...	15	59	2	...	5	93
30	14	57	...	...	...	...	...	...	...	...	...	14	57	2	...	3	92
32	17	65	...	...	...	...	...	...	...	...	...	17	65	2	...	2	1,01
31	18	64	...	...	...	...	...	...	...	...	...	18	64	2	...	2	99
32	19	61	...	...	...	...	...	...	...	...	...	19	61	1	...	2	96
1	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	..	2
14,38,51	30,433	21,32,27	93	20,63	10,202	2,89,19	14,106	1,46,51	102	18,46	20,88	54,936	26,20,78	8,78	21,08	80,77	41,69,92
15,36,65	32,772	22,36,58	87	20,58	11,184	3,21,84	14,704	1,51,54	122	20,35	16,85	58,869	27,59,69	8,63	24,73	83,88	44,13,58
16,82,13	35,381	23,97,33	87	19,12	12,191	3,17,71	14,300	1,60,28	140	20,59	18,87	62,099	29,24,27	9,24	27,49	87,38	47,30,51
17,22,87	32,501	20,52,05	96	10,50	13,257	3,57,82	16,381	1,82,22	163	21,58	14,80	62,398	26,32,06	8,47	28,61	90,68	44,82,69
17,52,32	33,926	22,59,93	106	13,13	12,159	3,30,05	14,545	1,76,26	166	22,37	16,26	60,902	28,12,48	7,43	28,00	1,06,15	47,06,38
19,17,42	36,207	24,49,72	112	6,24	13,911	3,84,62	15,184	1,72,90	189	26,81	9,20	65,603	30,43,17	8,05	29,32	1,16,26	51,14,22

* Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... =0·025 ton.
An elephant ... ... =2·50 tons.

APPENDIX 5.

Details of working expenses of each railway system. [*In thousands of rupees.*]

Classification No. of railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		5′ 6″ gauge.									
1	(*a*) to (*c*), (*f*) and (*g*).	Bengal-Nagpur ...	1905	26,53	31,69	9,35	19,28	13,56	2,25	8,01	1,10,67
			1906	26,38	40,12	11,96	23,31	14,31	3,14	8,71	1,27,96
			1907	27,07	48,65	13,69	24,97	15,16	3,29	8,51	1,14,34
			1908	32,91	51,36	16,30	27,38	16,67	3,94	8,93	1,57,49
			1909	33,36	49,55	15,34	27,21	17,95	3,48	9,41	1,56,30
			1910	32,94	50,54	14,29	28,89	17,78	4,07	9,70	1,58,21
2	(*a*), (*c*) to (*g*), (*o*) and (*p*).	Bombay, Baroda and Central India.	1905	17,89	36,14	11,02	13,92	8,31	...	5,19	92,47
			1906	21,28	41,26	12,40	15,53	9,71	...	3,36	1,03,54
			1907	20,81	37,93	13,19	16,09	8,78	...	4,72	1,01,52
			1908	28,07	43,92	12,01	19,14	10,90	...	5,75	1,19,79
			1909	25,01	49,03	9,99	19,48	10,81	...	5,98	1,20,30
			1910	29,29	56,37	13,85	21,40	11,51	...	6,08	1,38,50
3	(*a*)	Eastern Bengal State ...	1905*	16,31	18,52	6,51	16,64	6,62	...	4,92	69,52
			1906	23,54	19,98	6,37	22,53	6,75	...	3,96	83,13
			1907	33,68	22,09	7,27	26,64	8,26	...	5,48	1,03,42
			1908	31,53	31,27	10,61	26,93	8,84	...	4,96	1,14,14
			1909	30,51	29,01	7,56	28,28	9,32	...	4,69	1,09,37
			1910	26,57	23,39	7,80	25,46	8,24	...	4,01	95,47
4	(*a*) to (*d*)	East Indian ...	1905	59,44	79,94	33,86	59,96	26,32	2,74	19,89	2,82,15
			1906	77,02	85,67	34,41	70,12	28,53	2,23	23,77	3,21,75
			1907	77,47	97,33	30,02	79,15	30,57	2,30	18,62	3,35,46
			1908	80,00	1,12,66	47,47	87,08	33,89	5,10	25,60	3,91,80
			1909	74,76	80,77	36,95	83,45	33,32	2,52	20,72	3,32,49
			1910	74,74	1,02,19	42,76	76,03	32,56	1,63	19,93	3,49,84
5	(*a*) to (*i*)	Great Indian Peninsula	1905	60,07	1,28,94	30,75	48,57	23,26	...	13,78	3,05,37
			1906	65,23	1,35,81	30,61	51,88	24,98	...	13,50	3,22,01
			1907	66,12	1,62,74	34,73	56,64	25,79	...	19,12	3,65,14
			1908	73,41	1,67,63	29,08	61,28	27,13	...	18,26	3,76,79
			1909	67,08	1,67,05	36,24	62,16	28,36	...	20,47	3,81,36
			1910	79,96	1,76,22	28,72	66,94	28,87	...	31,99	4,12,70
...	...	Madras ...	1905	28,78	44,76	15,86	15,23	10,17	...	7,59	1,22,39
			1906	36,34	44,49	13,34	16,53	10,83	...	5,56	1,27,09
			1907	49,10	48,28	15,08	18,45	11,74	...	5,39	1,48,04
6	(*a*) and (*b*)	Madras and Southern Mahratta.	1908	32,82	43,39	15,03	15,32	10,47	...	3,70	1,20,73
			1909	22,16	44,33	11,86	14,06	9,96	...	5,05	1,07,42
			1910	21,82	44,82	12,97	13,56	9,92	...	5,11	1,08,20
7	(*a*) & (*b*)	Nizam's Guaranteed State	1905	3,77	4,74	1,41	2,59	2,41	...	80	15,72
			1906	5,63	5,16	1,59	2,78	2,47	...	80	18,43
			1907	4,69	5,51	1,58	2,86	2,57	...	93	18,14
			1908	4,00	6,14	1,43	3,09	2,74	...	91	18,31
			1909	6,49	6,30	1,71	3,46	2,81	...	1,31	22,08
			1910	8,85	7,34	1,83	3,76	2,89	...	1,86	26,53
8	(*a*) to (*k*)	North Western State—									
		Commercial section ...	1905†	72,03	1,23,93	19,89	42,00	15,51	—2	7,80	2,81,14
			1906†	78,64	1,38,52	21,78	45,63	16,29	6	8,32	3,09,24
			1907	93,63	1,42,58	30,20	55,31	19,55	8	10,61	3,51,96
			1908	1,08,71	1,83,15	36,25	62,21	21,95	7	16,34	4,28,68
			1909	99,12	1,92,18	29,68	64,18	21,69	19	18,21	4,25,25
			1910	1,34,14	1,64,56	47,32	78,19	22,44	7	19,84	4,66,56
		Military section ...	1905	13,80	17,15	2,19	6,48	3,48	11	76	43,97
			1906	15,56	20,61	2,32	7,53	3,68	12	1,01	50,83
			1907	19,86	21,03	2,87	8,50	3,86	14	1,11	57,37
			1908	28,05	32,08	4,17	8,75	4,39	...	1,28	78,72
			1909	20,59	32,95	3,55	9,69	4,48	...	1,49	72,75
			1910	19,32	26,03	4,93	9,49	4,43	...	1,37	65,57
		Total ...	1905†	85,83	1,41,08	22,08	48,48	18,99	9	8,56	3,25,11
			1906†	94,20	1,59,13	24,10	53,16	19,97	18	9,33	3,60,07
			1907	1,13,49	1,63,61	33,07	63,81	23,41	22	11,72	4,09,33
			1908	1,36,76	2,15,23	40,42	70,96	26,34	7	17,62	5,07,40
			1909	1,19,71	2,25,13	33,23	73,87	26,17	19	19,70	4,98,00
			1910	1,53,46	1,90,59	52,25	87,68	26,87	7	21,21	5,32,13
9	(*a*) to (*c*)	Oudh and Rohilkhand State.	1905	31,92	26,45	5,03	17,15	7,05	...	4,62	92,22
			1906	22,06	30,39	5,86	17,37	7,43	...	5,42	88,53
			1907	27,74	51,57	7,13	19,06	8,06	...	4,68	1,18,24
			1908	25,89	42,21	11,13	20,29	8,77	...	4,92	1,13,21
			1909	23,56	29,92	30,74	19,43	8,93	...	5,19	1,17,77
			1910	26,97	28,99	8,84	19,70	8,71	...	3,05	96,26
10	(*a*)	South Indian ...	1908	7,40	12,32	5,55	3,51	2,38	...	84	32,00
			1909	4,46	17,03	2,65	4,48	3,38	...	2,12	34,12
			1910	5,38	17,81	3,39	5,26	3,13	...	3,47	38,44

* Includes the Bengal Central railway, which, for the first-half of 1905, was worked independently of the Eastern Bengal State railway.
† Excludes the Kalka-Simla railway, the working of which was made over to the North Western State railway from 1st January 1907.

APPENDIX 5—*contd.*

Details of working expenses of each railway system. [*In thousands of rupees.*]

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		3′ 3⅜″ GAUGE.									
11	(*a*)	Assam-Bengal ...	1905	10,03	7,83	2,36	4,54	6,05	34	1,84	32,99
			1906	12,68	8,87	2,69	5,27	5,51	25	2,65	37,92
			1907	13,18	10,65	2,98	6,45	5,76	28	3,20	42,50
			1908	13,22	11,01	2,91	7,18	5,85	31	5,95	46,43
			1909	13,56	11,17	2,52	7,23	6,06	24	3,89	44,67
			1910	13,47	10,15	2,91	9,65	5,90	10	1,68	43,86
12	(*a*) & (*b*)	Bengal and North-Western.	1905	14,42	13,06	3,47	9,85	6,37	4,61	1,53	53,31
			1906	20,48	15,10	4,22	10,53	6,73	4,71	2,16	63,93
			1907	21,87	18,45	4,77	11,63	7,42	4,96	3,95	73,05
			1908	17,34	20,92	5,36	12,99	7,71	5,83	2,78	72,93
			1909	17,50	20,38	5,03	12,89	8,11	5,88	2,71	72,50
			1910	17,66	20,46	5,15	12,30	7,90	4,83	2,54	70,84
13	(*a*) & (*b*)	Bengal Dooars ...	1905	1,28	88	26	63	1,08	...	22	4,35
			1906	92	91	24	73	1,08	...	16	4,04
			1907	2,67	1,03	23	75	1,08	...	21	5,97
			1908	97	88	21	71	1,08	...	24	4,09
			1909	84	83	22	70	1,01	...	26	3,86
			1910	1,24	86	18	73	1,07	...	18	4,26
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1905	3,17	2,63	87	1,78	2,06	...	48	10,99
			1906	3,07	2,77	77	1,91	1,98	...	48	10,98
			1907	3,54	3,16	73	2,13	2,25	...	87	12,68
			1908	3,13	4,24	74	2,27	2,22	...	60	13,20
			1909	3,94	6,06	93	2,50	2,13	...	60	16,16
			1910	4,73	3,84	96	2,52	2,08	...	69	14,82
15	(*a*) & (*b*)	Burma	1905	27,85	33,98	6,94	14,08	9,81	1,41	1,88	95,95
			1906	27,15	34,01	8,44	14,91	10,18	1,33	2,68	98,70
			1907	27,26	36,33	11,61	16,47	11,23	1,63	3,30	1,07,83
			1908	27,84	37,94	10,65	18,18	12,25	1,63	3,30	1,11,79
			1909	35,16	39,24	11,73	18,81	12,84	2,43	3,61	1,23,82
			1910	33,18	39,59	11,00	18,68	13,03	2,02	4,40	1,21,90
16	(*a*)	Deoghur	1905	6	12	2	6	...	...	6	32
			1906	7	7	5	7	4	...	3	33
			1907	5	11	12	8	5	...	...	41
			1908	5	13	3	9	4	...	...	34
			1909	6	10	4	9	4	...	...	33
			1910	*	*	*	*	*	...	*	*
17	(*a*) & (*b*)	Dibru-Sadiya ...	1905	1,89	1,14	1,00	63	83	...	5	5,54
			1906	2,15	1,24	1,39	70	86	...	6	6,40
			1907	2,78	1,83	61	73	87	...	4	6,86
			1908	1,75	1,98	71	79	88	...	5	6,16
			1909	1,75	2,18	89	90	93	...	6	6,71
			1910	1,93	2,41	93	91	97	...	7	7,22
3	(*b*) to (*d*)	Eastern Bengal State ...	1905	12,68	11,04	2,06	8,05	4,15	5,23	1,47	44,68
			1906	16,15	13,08	6,32	10,47	4,89	6,39	1,93	59,23
			1907	15,70	14,64	4,70	11,55	5,16	7,12	2,61	61,48
			1908	15,22	19,94	14,70	13,01	5,85	7,62	3,27	79,61
			1909	13,18	20,75	6,45	14,97	6,39	8,99	2,25	72,99
			1910	16,54	17,74	5,82	13,43	6,18	11,96	2,28	73,95
7	(*c*)	Hyderabad-Godavari Valley.	1905	6,73	3,80	52	2,33	2,62	...	35	16,35
			1906	6,29	3,64	62	2,44	2,68	...	44	16,11
			1907	4,79	3,74	57	2,48	2,78	...	45	14,81
			1908	5,88	4,14	56	2,71	2,94	...	57	16,80
			1909	6,79	4,55	58	2,89	3,00	...	72	18,53
			1910	5,85	4,97	69	3,15	3,07	...	77	18,50
18	(*a*) to (*d*)	Jodhpur-Bikaner ...	1905	4,51	5,52	85	1,98	1,26	...	79	14,91
			1906	5,95	7,04	93	2,37	1,43	...	94	18,66
			1907	6,61	7,13	1,18	2,40	1,46	...	89	19,67
			1908	5,17	7,52	1,61	2,41	1,54	...	89	19,14
			1909	6,28	7,48	1,69	2,66	1,65	...	1,47	21,23
			1910	4,95	8,28	1,50	3,25	1,96	...	1,60	21,54
...	...	Southern Mahratta ...	1905	18,81	24,38	6,06	9,36	8,94	1,34	1,81	70,70
			1906	17,94	27,56	6,44	10,13	9,67	1,49	2,38	75,61
			1907	20,23	28,56	9,27	11,10	9,65	2,04	2,15	83,00
6	(*c*) to (*l*)	Madras and Southern Mahratta.	1908	19,49	36,04	8,63	12,96	10,99	2,45	3,27	93,83
			1909	21,51	37,58	9,33	13,65	11,10	2,03	2,60	97,80
			1910	22,07	39,50	9,85	13,34	10,75	2,26	3,11	1,00,88

* Information not furnished.

APPENDIX 5—*contd.*

Details of working expenses of each railway system. [*In thousands of rupees.*]

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		3′ 3⅜″ GAUGE—*concld.*									
19	(*a*)	Morvi	1905	24	56	6	30	28	...	5	1,49
			1906	27	45	11	23	35	...	7	1,48
			1907	26	54	10	23	35	...	8	1,56
			1908	29	95	16	35	34	...	17	2,26
			1909	37	99	19	40	32	...	32	2,59
			1910	47	92	13	37	29	...	15	2,33
10	(*d*)	Nilgiri	1905	73	1,23	8	33	21	...	8	2,66
			1906	88	1,23	7	34	21	...	10	2,83
			1907	96	1,15	6	36	22	...	9	2,84
			1908	46	1,66	38	23	14	...	6	2,93
			1909	51	2,21	18	36	22	...	7	3,55
			1910	63	2,30	19	39	24	...	10	3,85
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa ...	1905	24,38	50,48	15,16	19,27	12,94	...	3,62	1,25,85
			1906	27,83	54,83	16,34	20,61	12,82	...	4,53	1,36,96
			1907	31,94	56,78	15,88	25,25	13,97	...	4,40	1,48,22
			1908	35,80	61,60	15,66	25,87	15,20	...	5,31	1,59,44
			1909	31,49	57,42	15,52	26,42	14,25	...	4,43	1,49,53
			1910	30,02	56,01	14,51	27,14	14,94	...	4,76	1,47,38
20	(*a*) & (*b*)	Rohilkund and Kumaon	1905	3,22	2,61	78	1,58	1,51	...	43	10,13
			1906	2,90	3,63	1,06	1,99	1,72	...	1,27	12,57
			1907	2,54	4,28	1,32	2,40	1,95	...	39	12,88
			1908	2,88	4,35	1,59	2,72	2,40	...	35	14,29
			1909	4,25	4,34	1,34	2,96	2,22	...	66	15,77
			1910	3,42	4,11	1,18	2,80	2,03	...	39	13,93
10	(*f*)	Shoranur-Cochin ...	1905	48	87	31	30	19	...	10	2,25
			1906	60	87	26	33	20	...	10	2,36
			1907	82	98	31	38	23	...	9	2,81
			1908	48	91	30	35	26	...	14	2,44
			1909	43	1,09	7	46	31	...	19	2,55
			1910	60	1,16	24	50	33	...	23	3,06
10	(*b*), (*c*), (*e*) and (*g*) to (*i*)	South Indian ...	1905	17,30	24,27	5,94	10,61	8,96	...	2,69	69,77
			1906	22,20	29,27	6,47	11,06	9,50	...	2,50	81,00
			1907	19,81	25,77	6,56	11,80	9,61	...	2,98	76,53
			1908	15,24	30,15	8,60	13,33	10,03	...	5,57	82,92
			1909	14,05	30,84	10 00	15,16	10,01	...	5,37	85,43
			1910	14,44	34,11	8,83	15,35	10,41	...	5,35	88,49
21	(*a*)	Udaipur-Chitorgarh	1905	34	31	5	17	13	...	4	1,04
			1906	37	34	5	18	14	...	4	1,12
			1907	37	33	6	20	14	...	4	1,14
			1908	39	33	7	23	15	...	4	1,21
			1909	39	34	7	19	14	...	5	1,18
			1910	33	36	9	20	15	...	5	1,18
		2′ 6″ GAUGE.									
24	(*a*)	Baraset-Basirhat Light	1905	14	12	4	19	6	...	1	56
			1906	19	16	6	24	6	...	...	71
			1907	21	24	8	27	7	...	...	87
			1908	22	27	9	24	7	...	1	90
			1909	32	29	6	29	7	...	2	1,05
			1910	50	46	10	40	14	...	2	1,62
25	(*a*)	Barsi Light ...	1905	10	23	5	16	22	...	4	80
			1906	11	27	6	21	40	...	4	1,09
			1907	62	1,02	11	45	96	...	3	3,19
			1908	30	82	10	40	92	...	5	2,50
			1909	31	86	5	41	88	...	4	2,55
			1910	43	1,03	22	47	88	...	5	3,08
26	(*a*)	Bukhtiarpore-Behar Light	1905	11	14	3	19	5	...	1	53
			1906	14	17	4	23	5	...	...	63
			1907	13	18	4	24	6	...	...	65
			1908	12	19	5	22	6	...	1	65
			1909	15	38	6	28	6	...	1	94
			1910	12	20	4	24	6	...	3	69
28	(*a*)	Cutch	1905	1	4	1	1	...	...	...	7
			1906	6	9	1	4	...	...	...	20
			1907	3	8	2	3	2	...	1	19
			1908	3	8	4	4	3	...	...	22
			1909	10	12	4	8	3	...	...	37
			1910	12	12	4	7	2	...	...	37

APPENDIX 5—*contd.*

Details of working expenses of each railway system. [*In thousands of rupees.*]

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		2′ 6″ GAUGE—*contd.*									
			1908	13	7	1	6	5	...	1	33
30	(*a*)	Dholpur-Bari ...	1909	5	9	2	7	6	...	1	30
			1910	6	9	2	5	6	...	...	28
			1905	9	1,77	22	67	63	...	14	3,52
...	...	Kalka-Simla ...	1906	1,05	1,67	17	85	77	...	6	4,57
			1907		Amalgamated with the North Western State railway.						
			1905	6	3	2	2	...	...	1	14
			1906	5	37	11	14	8	...	6	81
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1907	23	29	9	11	7	...	5	84
			1908	19	42	10	7	5	...	3	86
			1909	20	49	5	7	7	...	3	91
			1910	24	39	5	8	5	...	2	83
			1905	7	6	2	4	5	...	...	24
			1906	7	7	4	4	1	...	...	23
			1907	6	7	2	5	2	...	...	22
1	(*d*)	Mourbhanj ...	1908	6	7	1	5	2	...	1	22
			1909	7	10	5	7	2	...	...	31
			1910	12	9	2	7	2	...	1	33
			1905	5	9	1	4	4	...	...	23
			1906	6	16	5	3	1	...	...	31
			1907	7	17	2	3	2	...	...	31
1	(*e*)	Parlakimedi Light ...	1908	8	8	3	4	3	...	...	26
			1909	7	6	...	4	2	...	...	19
			1910	5	7	1	3	2	...	1	19
			1905	15	15	5	9	10	...	1	55
			1906	15	17	6	9	12	...	1	60
			1907	15	17	4	8	7	...	1	52
20	(*c*)	Powayan Light ...	1908	14	20	3	7	5	...	...	49
			1909	13	21	4	8	8	...	1	55
			1910	14	19	5	8	10	...	1	57
			1907	14	27	4	22	4	...	...	71
			1908	43	55	9	45	36	...	6	1,94
33	(*a*)	Shahdara (Delhi)-Saharanpur Light.	1909	33	58	11	63	39	...	6	2,10
			1910	45	62	8	64	38	...	8	2,25
			1905	13	17	4	17	14	...	...	65
			1906	13	16	4	19	13	...	2	67
			1907	14	22	5	20	14	...	1	76
34	(*a*)	Tarakeshwar-Magra Light.	1908	14	26	6	20	14	...	2	82
			1909	16	26	8	21	13	...	2	86
			1910	15	21	7	22	15	...	1	81

APPENDIX 5—*concld.*

Details of working expenses of each railway system. [*In thousands of rupees.*]

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.	General charges.	Steam-boat expenses.	Special and miscellaneous expenses, including contribution to Provident Fund.	Total working expenses.
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		2′ 6″ GAUGE—*concld.*									
35	(*a*)	Tezpore-Balipara Light	1905	14	20	10	18	3	...	1	76
			1906	14	21	12	18	14	...	1	80
			1907	16	21	12	18	14	...	2	83
			1908	15	15	7	15	14	...	2	68
			1909	12	13	8	14	14	...	1	62
			1910	14	13	9	15	15	...	2	68
		2′ 0″ GAUGE.									
37	(*a*)	Darjeeling-Himalayan	1905	1,20	1,68	52	80	1,11	...	30	5,61
			1906	1,34	1,65	53	85	1,11	...	30	5,78
			1907	1,00	1,44	56	85	1,06	...	31	5,22
			1908	98	1,52	46	91	1,05	...	31	5,23
			1909	85	1,77	48	98	1,02	...	39	5,49
			1910	94	1,74	60	99	1,01	...	34	5,62
38	(*a*)	Howrah-Amta Light ...	1905	34	41	18	45	13	...	...	1,51
			1906	33	55	21	51	14	...	...	1,74
			1907	33	49	16	54	15	...	...	1,67
			1908	44	61	20	58	16	...	3	2,02
			1909	59	65	16	66	17	...	3	2,26
			1910	56	83	33	67	24	...	5	2,68
39	(*a*)	Howrah-Sheakhala Light	1905	11	9	5	20	5	...	...	50
			1906	11	12	4	21	5	...	...	53
			1907	12	13	5	21	5	...	...	56
			1908	16	17	7	21	5	...	1	67
			1909	18	17	5	23	5	...	1	69
			1910	11	12	3	21	8	...	1	56
41	(*a*)	Jorhat Provincial State	1905	19	23	7	14	12	...	1	76
			1906	22	25	6	14	12	...	1	80
			1907	26	27	9	15	13	...	1	91
			1908	23	31	6	16	13	...	1	90
			1909	16	35	4	18	14	...	1	88
			1910	22	28	8	14	15	...	1	88
42	(*a*)	Pipar Road-Bhavi Light	1910	...	1	...	...	...	...	...	1
...	...	Total of all railways ...	1905	4,81,55	7,02,38	1,84,07	3,31,02	1,86,91	18,01	91,39	19,95,33
			1906	5,43,73	7,72,99	1,98,71	3,71,46	1,98,16	19,72	97,44	22,02,21
			1907	5,99,20	8,58,42	2,18,31	4,17,67	2,11,52	21,84	1,05,36	24,32,32
			1908	6,22,19	9,76,59	2,63,37	4,55,21	2,31,31	26,95	1,24,63	27,00,25
			1909	5,82,95	9,52,19	2,54,42	4,63,54	2,35,07	25,76	1,24,55	26,38,48
			1910	6,35,86	9,51,61	2,52,69	4,77,90	2,35,29	26,94	1,35,43	27,15,72

APPENDIX 6.

General results of working each railway system.

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		5′ 6″ GAUGE.									
1	(*a*) to (*c*), (*f*) and (*g*)	Bengal-Nagpur ...	1905	1,974·77	5,851	26,87,89	2,44,71	1,10,67	1,34,04	*45·22	4·99
			1906	1,996·50	6,458	27,82,09	2,69,47	1,27,95	1,41,51	*47·49	5·09
			1907	2,113·35	6,944	30,14,72	2,89,80	1,41,34	1,48,16	*48·77	4·92
			1908	2,300·86	6,886	31,94,80	2,71,56	1,57,49	1,14,07	*57·99	3·57
			1909	2,348·63	7,074	33,01,56	2,87,72	1,56,30	1,31,42	*54·32	3·91
			1910	2,395·39	7,810	34,13,96	3,08,53	1,58,21	1,50,32	*51·28	4·40
2	(*a*), (*c*) to (*g*), (*o*) and (*p*)	Bombay, Baroda and Central India.	1905	858·43	3,365	14,70,59	2,11,73	92,47	1,19,26	43·67	8·11
			1906	859·80	3,608	14,73,61	2,19,23	1,03,54	1,15,69	47·23	7·85
			1907	960·80	4,137	15,84,03	2,31,42	1,01,52	1,29,90	43·87	8·20
			1908	996·43	4,357	17,61,24	2,27,19	1,19,79	1,07,40	52·73	6·31
			1909	1,199·15	4,647	20,17,63	2,49,22	1,20,30	1,28,92	48·27	6·39
			1910	1,199·15	5,150	20,44,89	2,82,60	1,38,50	1,44,00	49·03	7·04
3	(*a*)	Eastern Bengal State ...	1905	497·95	2,780	10,65,90	1,24,66	69,52	55,14	55·77	5·17
			1906	497·95	3,322	10,90,96	1,41,12	83,13	57,99	58·90	5·32
			1907	507·47	3,761	12,17,18	1,64,21	1,03,42	60,79	62·98	4·99
			1908	507·47	3,867	13,01,39	1,60,78	1,14,14	46,64	70·99	3·58
			1909	507·23	3,898	13,60,76	1,62,69	1,09,37	53,32	67·22	3·92
			1910	511·43	3,890	14,08,24	1,65,28	95,47	69,81	57·76	4·96
4	(*a*) to (*d*)	East Indian	1905	2,235·65	16,246	52,77,77	7,79,46	2,82,15	4,97,31	36·20	9·42
			1906	2,428·39	17,346	54,61,26	8,26,07	3,21,75	5,04,32	38·95	9·23
			1907	2,471·64	19,230	59,27,41	8,37,91	3,35,46	5,02,45	40·04	8·48
			1908	2,476·94	20,910	61,45,02	8,53,25	3,91,80	4,61,45	45·92	7·51
			1909	2,475·83	19,416	62,78,35	8,28,70	3,32,49	4,96,21	40·12	7·90
			1910	2,506·30	19,527	63,20,57	8,90,33	3,49,84	5,40,49	39·29	8·55
5	(*a*) to (*i*)	Great Indian Peninsula ...	1905	2,989·10	15,276	48,13,72	6,30,44	3,05,37	3,25,07	48·44	6·74
			1906	2,997·29	15,846	48,99,63	6,41,02	3,22,01	3,19,01	50·00	6·57
			1907	3,009·90	17,931	50,61,33	6,88,54	3,65,13	3,23,41	53·03	6·39
			1908	3,083·59	17,277	53,30,42	6,05,63	3,76,79	2,28,84	62·21	4·29
			1909	3,157·43	17,763	54,25,04	6,01,11	3,81,36	2,19,75	57·69	5·16
			1910	3,164·12	18,871	55,77,74	7,84,34	4,12,70	3,21,64	56·20	5·77
...	...	Madras ...	1905	1,411·08	5,174	20,47,29	2,08,41	1,22,39	86,02	58·73	4·20
			1906	1,467·43	5,065	21,92,71	2,18,90	1,27,09	86,81	59·42	3·96
			1907	1,490·19	5,384	22,63,43	2,20,60	1,48,04	72,56	67·10	3·21
6	(*a*) and (*b*)	Madras and Southern Mahratta	1908	1,041·61	4,599	16,80,91	1,66,21	1,20,73	45,48	72·64	2·71
			1909	1,041·61	4,313	17,18,61	1,80,92	1,07,42	73,50	59·37	4·28
			1910	1,041·61	4,423	17,49,13	1,89,68	1,08,20	81,48	57·04	4·66
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1905	350·71	973	4,47,65	46,26	15,72	30,54	33·98	6·82
			1906	350·71	1,072	4,48,26	48,33	18,43	29,90	38·13	6·67
			1907	350·71	1,145	4,61,17	53,01	18,14	34,87	34·22	7·56
			1908	350·71	1,149	4,67,92	50,38	18,31	32,07	36·34	6·85
			1909	350·71	1,216	4,80,00	50,04	22,08	27,96	44·12	5·83
			1910	350·71	1,493	4,84,14	56,58	26,53	30,05	46·89	6·20
8	(*a*) to (*k*)	North Western State—									
		Commercial section ...	1905†	2,854·52‡	15,211	42,52,40‡	5,95,86‡	2,81,14	3,14,72‡	46·92	7·40‡
			1906†	3,063·11‡	15,920	45,51,10‡	6,35,58‡	3,09,24	3,26,34	48·65	7·17‡
			1907	3,172·42‡	17,629	49,91,81‡	7,36,94	3,51,96	3,84,98	47·76	7·71‡
			1908	3,172·20‡	17,123	54,05,01‡	5,83,89	4,28,69	1,55,20	73·42	2·87‡
			1909	3,277·65	17,354	58,01,17	6,90,72	4,25,25	2,65,47	61·57	4·58
			1910	3,509·56	17,387	60,35,79	7,70,36	4,66,56	3,03,80	60·53	5·03
		Military section ...	1905	1,256·56‡	2,498	17,83,30‡	46,38‡	43,97	+2,41‡	102·09	0·14‡
			1906	1,256·31‡	2,829	17,87,94‡	50,29	50,83	— 54	101·07	...
			1907	1,253·61‡	2,886	17,92,79‡	50,96	57,37	—6,41	112·58	...
			1908	1,257·04‡	3,205	18,30,46‡	53,17	78,72	—25,55	148·05	...
			1909	1,257·04	3,286	18,31,29	51,67	72,75	—21,08	140·80	...
			1910	1,257·04	3,097	18,36,16	53,52	65,57	—12,05	122·51	...
		Total ...	1905†	4,111·08	17,709	60,35,70	6,42,24	3,25,11	3,17,13	50·62	5·23
			1906†	4,319·42	18,749	63,39,04	6,85,87	3,60,07	3,25,80	52·50	5·14
			1907	4,426·03	20,515	67,84,63	7,87,90	4,09,33	3,78,57	51·95	5·58
			1908	4,429·24	20,328	72,35,47	6,37,06	5,07,41	1,29,65	79·65	1·79
			1909	4,534·69	20,640	76,31,46	7,42,39	4,98,00	2,44,39	67·08	3·20
			1910	4,766·60	20,484	78,71,95	8,23,88	5,32,13	2,91,75	64·58	3·71

* See Appendix 9.
† Excludes the Kalka-Simla railway, the working of which was made over to the North Western State railway from 1st January 1907.
‡ Amended figures.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		5′ 6″ GAUGE—*concld.*									
9	(*a*) to (*o*)	Oudh and Rohilkhand State ...	1905	1,276·69	4,976	15,46,33	1,56,99	92,21	64,78	58·74	4·19
			1906	1,324·20	5,183	15,95,10	1,68,01	88,53	79,48	52·69	4·98
			1907	1,334·87	5,391	16,69,48	1,85,80	1,18,24	67,56	63·64	4·05
			1908	1,324·87	4,940	17,15,63	1,65,38	1,13,21	52,17	68·45	2·99
			1909	1,342·56	4,970	17,92,61	1,65,56	1,17,77	47,79	71·14	2·67
			1910	1,438·79	5,198	18,66,31	1,87,08	96,26	90,82	51·45	4·87
10	(*a*)	South Indian	1908	445·94	1,420	6,42,28	57,25	32,00	25,25	55·90*	3·93
			1909	446·94	1,742	6,43,58	62,80	34,12	28,18	54·76*	4·38
			1910	445·94	1,772	6,64,74	63,39	38,44	24,95	60·63*	3·77
		3′ 3½″ GAUGE.									
11	(*a*)	Assam-Bengal ...	1905	775·28	1,485	12,99,28	34,83	33,00	1,83	94·75	0·14
			1906	775·28	1,596	13,19,38	42,20	37,92	4,28	89·86*	0·32
			1907	775·28	1,771	13,40,44	48,90	42,50	6,40	86·91*	0·48
			1908	775·28	1,900	13,73,46	46,97	46,43	54	98·87*	0·04
			1909	770·84	1,788	14,08,36	49,15	44,67	4,48	90·90*	0·32
			1910	789·89	1,786	14,39,04	51,70	43,86	7,84	84·83*	0·54
12	(*a*) & (*b*)	Bengal and North-Western ...	1905	1,466·77	4,319	11,92,33	1,23,61	53,31	70,30	43·13	5·90
			1906	1,546·48	4,988	12,71,07	1,43,83	63,93	79,90	44·45	6·29
			1907	1,778·44	5,501	14,53,80	1,64,99	73,05	91,94	44·28	6·32
			1908	1,791·42	5,707	14,88,24	1,61,49	72,93	88,56	45·16	5·95
			1909	1,866·25	5,622	15,31,67	1,56,20	72,50	83,70	46·42	5·46
			1910	1,893·27	5,601	15,40,71	1,67,72	70,84	96,88	42·25	6·29
13	(*a*) & (*b*)	Bengal Dooars	1905	152·96	268	1,15,19	8,82	4,35	4,47	49·32	3·88
			1906	152·96	244	1,17,32	9,93	4,05	5,88	40·79	5·01
			1907	152·96	246	1,18,27	10,25	5,97	4,28	58·24	3·62
			1908	152·96	205	1,18,68	10,57	4,09	6,48	38·69	5·46
			1909	152·96	214	1,19,76	10,55	3,86	6,69	36·59	5·59
			1910	152·96	223	1,21,81	11,45	4,26	7,19	37·20	5·90
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1905	455·45	562	2,25,03	22,40	10,99	11,41	49·06	5·07
			1906	455·45	608	2,26,71	23,57	10,98	12,59	46·58	5·55
			1907	455·45	746	2,27,25	27,57	12,68	14,89	45·99	6·55
			1908	459·15	931	2,28,80	28,83	13,20	15,63	45·79	6·83
			1909	459·15	994	2,32,82	28,31	16,16	12,15	57·08	5·21
			1910	495·37	1,033	2,40,13	32,08	14,82	17,26	46·19	7·19
15	(*a*) & (*b*)	Burma	1905	1,340·15	4,785	13,55,91	1,57,76	95,95	61,81	60·82	4·56
			1906	1,340·15	5,118	13,97,87	1,57,32	98,70	58,62	62·74	4·19
			1907	1,474·92	5,403	15,80,49	1,67,85	1,07,83	60,02	64·24	3·80
			1908	1,527·08	5,920	17,13,57	1,88,09	1,11,79	76,30	59·43	4·45
			1909	1,527·08	6,136	17,61,51	1,94,69	1,23,82	70,87	63·60	4·02
			1910	1,527·08	6,327	18,18,23	1,98,26	1,21,90	76,36	61·49	4·20
16	(*a*)	Deoghur	1905	4·79	18	3,24	45	30	15	65·89*	4·63
			1906	4·79	20	3,01	54	31	23	57·12*	7·64
			1907	4·79	16	3,00	56	41	15	72·29*	5·05
			1908	4·79	15	3,00	51	34	17	66·94*	5·33
			1909	4·79	16	3,02	50	33	17	66·26*	5·63
			1910	4·79	15	2,97	†	†	†	†	†
17	(*a*) & (*b*)	Dibru-Sadiya	1905	86·00	243	1,04,09	10,14	5,55	4,59	54·73	4·41
			1906	86·00	271	1,04,40	10,73	6,40	4,33	59·65	4·15
			1907	86·00	279	1,04,82	10,99	6,86	4,13	62·42	3·94
			1908	86·00	276	1,07,47	10,94	6,16	4,78	56·31	4·45
			1909	83·00	270	1,09,12	11,90	6,71	5,19	56·39	4·76
			1910	91·52	295	1,10,13	12,00	7,22	4,78	60·17	4·34
8	(*b*) to (*d*)	Eastern Bengal State ...	1905	821·32	2,400	7,35,48	89,38	44,68	44,70	49·99	6·08
			1906	860·16	2,729	7,96,25	1,09,60	59,23	50,37	54·04	6·33
			1907	853·64	2,987	8,15,49	1,06,58	61,48	45,10	57·68	5·53
			1908	854·51	3,102	8,38,11	1,18,28	79,61	38,67	67·31	4·61
			1909	1,084·01	3,312	10,87,09	1,20,27	72,99	47,28	60·68	4·35
			1910	1,085·08	3,549	11,17,95	1,24,28	73,95	50,33	59·49	4·50

* See Appendix 9. † Information not furnished.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		3′ 3⅜″ GAUGE—*contd.*									
7	(c)	Hyderabad-Godavari Valley...	1905	391·13	946	2,68,15	29,64	16,35	13,29	55·16*	4·96
			1906	391·13	955	2,69,37	30,33	16,11	14,22	53·12*	5·28
			1907	391·13	965	2,71,85	32,55	14,81	17,74	45·50*	6·53
			1908	391·13	1,105	2,73,97	32,42	16,80	15,62	51·82*	5·70
			1909	391·13	1,081	2,74,24	32,55	18,53	14,02	56·93*	5·11
			1910	391·13	1,249	2,77,74	36,56	18,50	18,06	50·62*	6·50
18	(a) to (d)	Jodhpur-Bikaner ...	1905	833·22	1,074	2,14,02	35,24	14,91	20,33	42·31	9·50
			1906	833·22	1,301	2,16,11	40,76	18,66	22,10	45·78	10·22
			1907	833 22	1,273	2,22,63	38,28	19,67	18,61	51·38	8·36
			1908	833·22	1,384	2,45,33	34,62	19,13	15,49	55·26	6·31
			1909	950·76	1,530	2,48,84	37,55	21,23	16,32	56·54	6·56
			1910	1,005·45	1,713	2,62,33	47,51	21,54	25,97	45·34	9·90
...	...	Southern Mahratta ...	1905	1,719·61	4,304	14,99,23	1,16,03	70,70	45,33	60·93	3·02
			1906	1,724·58	4,855	15,06,16	1,24,67	75,61	49,06	60·65	3·26
			1907	1,730·35	4,901	15,24,41	1,39,04	83,00	56,04	59·70	3·68
6	(c) to (l)	Madras and Southern Mahratta	1908	2,047·15	5,609	17,42,31	1,64,93	93,83	71,10	56·89	4·08
			1909	2,084·37	5,744	17,72,66	1,61,97	97,80	64,17	60·38	3·62
			1910	2,091·16	5,865	17,94,78	1,70,86	1,00,88	69,98	59·04	3·90
19	(a)	Morvi	1905	89·64	126	43,91	3,24	1,49	1,75	46·09*	3·98
			1906	94·64	94	44,90	3,08	1,48	1,60	48·11*	3·56
			1907	91·64	124	45,74	4,12	1,56	2,56	37·89*	5·60
			1908	92·83	214	46,43	5,08	2,26	2,82	44·43*	6·07
			1909	92·83	207	47,96	4,72	2,59	2,13	54·88*	4·44
			1910	92·83	203	49,91	5,29	2,33	2,96	44·00*	5·94
10	(d)	Nilgiri	1905	16·99	50	36,90	3,15	2,66	49	84·48	1·33
			1906	16·99	50	37,43	3,20	2,83	37	88·38	0·99
			1907	16·99	50	37,44	3,34	2,84	50	85·02	1·34
			1908	28·96	85	67,82	3,36	2,93	43	87·21*	0·63
			1909	28·96	103	70,32	4,09	3,55	54	86·87*	0·77
			1910	28·96	104	75,94	4,57	3,85	72	84·15*	0·95
2	(b) & (h) to (n)	Rajputana-Malwa ...	1905	2,195·18	7,730	17,19,73	2,93,28	1,25,85	1,67,43	42·91	9·74
			1906	2,187·16	8,313	17,57,93	2,89,52	1,36,96	1,52,56	47·31	8·68
			1907	2,231·52	8,925	17,92,65	2,97,91	1,48,22	1,49,69	49·75	8·35
			1908	2,268·44	8,450	18,86,37	2,59,06	1,59,44	99,62	61·55	5·28
			1909	2,277·45	8,035	19,31,08	2,64,97	1,49,53	1,15,44	56·43	5·98
			1910	2,277·37	8,208	19,48,02	2,99,98	1,47,38	1,52,60	49·13	7·83
20	(a) & (b)	Rohilkund and Kumaon ...	1905	290·96	647	1,42,54	19,88	10,13	9,75	50·96	6·84
			1906	354·91	773	2,02,09	24,59	12,57	12,02	51·12	5·95
			1907	354·91	964	2,11,79	27,65	12,88	14,77	46·58	6·97
			1908	440·39	920	2,62,90	27,60	14,29	13,31	51·78	5·06
			1909	439·10	931	2,69,90	29,88	15,77	14,11	52·78	5·23
			1910	439·10	963	2,68,36	31,71	13,93	17,78	64·17	6·63
10	(f)	Shoranur-Cochin ...	1905	64·75	110	68,30	3,87	2,26	1,61	58·29*	2·36
			1906	64·75	153	68,59	3,91	2,35	1,56	60·22*	2·27
			1907	64·75	196	69,35	4,17	2,81	1,36	67·46*	1·96
			1908	64·75	202	69,44	4,44	2,44	2,00	54·88*	2·88
			1909	64·75	207	69,86	5,16	2,55	2,61	49·46*	3·74
			1910	64·75	206	69,49	5,63	3,06	2,57	54·32*	3·70
10	(b), (c), (e) and (g) to (i)	South Indian ...	1905	1,353·47	4,620	10,80,79	1,41,03	69,77	71,26	49·47	6·59
			1906	1,364·32	4,668	11,14,78	1,44,68	81,00	63,68	55·99	5·71
			1907	1,364·17	4,998	11,29,09	1,54,57	76,53	78,04	49·51	6·91
			1908	1,111·12	4,912	10,00,70	1,57,60	82,92	74,68	52·61	7·46
			1909	1,111·12	5,075	10,46,71	1,64,86	85,43	79,43	51·82	7·59
			1910	1,111·12	5,265	10,70,73	1,71,41	88,49	82,92	51·62	7·74

* See Appendix 9.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		3′ 3⅜″ GAUGE—*concld.*									
21	(*a*)	Udaipur-Chitorgarh ...	1905	67·30	53	20,67	2,08	1,04	1,04	50·19*	5·03
			1906	67·30	55	20,76	2,48	1,12	1,36	45·33*	6·55
			1907	67·30	54	20,76	2,51	1,14	1,37	45·43*	6·60
			1908	67·30	57	20,78	2,39	1,21	1,18	50·59*	5·68
			1909	67·30	55	20,96	2,43	1,18	1,25	48·62*	5·96
			1910	67·30	56	20,97	2,52	1,18	1,34	47·05*	6·36
		2′ 6″ GAUGE.									
24	(*a*)	Baraset-Basirhat Light ...	1905	26·06	41	9,07	1,11	55	56	49·93*	6·17
			1906	26·06	52	9,53	1,51	71	80	47·23*	8·39
			1907	26·06	57	10,05	1,73	87	86	50·26*	8·56
			1908	26·06	58	10,53	1,49	90	59	60·69*	5·60
			1909	34·50	70	14,21	1,74	1,05	69	60·10*	4·86
			1910	51·12	122	21,81	2,36	1,62	74	68·89*	3·36
25	(*a*)	Barsi Light	1905	27·93	25	13,02	2,19	80	1,39	36·39*	10·68
			1906	78·50	37	41,11	2,19	1,09	1,10	49·90*	2·68
			1907	78·50	123	47,48	5,43	3,19	2,24	58·76*	4·72
			1908	78·50	118	48,29	4,31	2,59	1,72	60·08*	3·56
			1909	78·50	133	49,56	6,45	2,55	3,90	39·58*	7·87
			1910	78·50	145	50,34	6,98	3,08	3,90	44·18*	7·75
26	(*a*)	Bukhtiarpore-Behar Light ...	1905	18·50	27	8,23	89	53	36	59·84*	4·37
			1906	18·50	31	8,43	1,11	63	48	56·77*	5·69
			1907	18·50	29	8,93	1,11	65	46	58·45*	5·15
			1908	18·50	33	9,01	1,10	65	45	59·04*	4·99
			1909	28·00	45	11,97	1,52	94	58	61·70*	4·85
			1910	28·00	42	12,01	1,24	69	55	55 99*	4·54
28	(*a*)	Cutch	1905	11·67	...	4,26	28	7	21	26·63*	4·93
			1906	11·67	16	4,48	40	20	20	50·54*	4·46
			1907	11·67	24	4,58	43	19	24	44·31*	5·24
			1908	36·78	19	8,75	40	22	18	54·41*	2·06
			1909	36·78	27	9,43	85	37	48	43·61*	5·09
			1910	36·78	29	9,43	94	37	57	40·24*	6·04
30	(*a*)	Dholpur-Bari ...	1908	19·62	15	7,34	21	32	—11	152·74*	...
			1909	19·62	19	6,92	36	30	6	84·06*	0·87
			1910	19·62	20	6,97	48	28	20	58·99*	2·85
...	...	Kalka-Simla	1905	59·44	164	1,76,12	7,52	3,51	4,01	46·73*	2·28
			1906	59·44	143	1,77,93	7,64	4,57	3,07	59·82*	1·73
			1907		Amalgamated with the North Western State railway.						
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri ...	1905	25·38	11	10,64	13	14	—1	107·69	...
			1906	43·91	90	19,16	79	81	—2	102·53	...
			1907	43·91	96	19,29	93	84	9	90·32	0·47
			1908	43·91	99	19,27	91	86	5	94·51	0·26
			1909	43·91	83	19,24	85	91	—6	107·06	...
			1910	43·91	84	19,58	1,08	83	20	80·58	1·02
1	(*d*)	Mourbhanj	1905	32·41	40	6,22	31	22	9	70·01*	1·45
			1906	32·41	24	6,95	45	23	22	51·17*	3·17
			1907	32·41	24	7,13	44	22	22	50·46*	3·09
			1908	32·41	26	7,19	51	22	29	43·62*	4·03
			1909	32·41	25	7,20	55	31	24	56·26*	3·33
			1910	32·41	26	7,20	58	33	25	56·70*	3·47

* See Appendix 9.

APPENDIX 6—*concld.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
		2′ 6″ Gauge—*concld.*									
1	(e)	Parlakimedi Light ...	1905	24·62	18	7,11	27	23	4	83·52*	0·56
			1906	24·62	19	7,12	21	31	—10	145·14*	...
			1907	24·62	19	7,13	25	31	—6	123·10*	...
			1908	24·62	20	7,13	26	25	1	96·82*	0·14
			1909	24·62	19	7,17	26	19	7	73·05*	0·98
			1910	24·62	18	7,29	27	19	8	69·50*	1·10
20	(c)	Powayan Light ...	1905	39·50	60	8,95	93	56	37	60·37*	4·14
			1906	39·50	62	8,95	1,00	60	40	60·34*	4·47
			1907	39·50	58	8,95	87	52	35	60·34*	3·91
			1908	39·50	62	8,95	81	49	32	60·35*	3·58
			1909	39·50	61	8,95	92	55	37	60·35*	4·13
			1910	39·50	59	8,95	95	57	38	60·31*	4·22
33	(a)	Shahdara (Delhi)-Saharanpur Light.	1907	93·02	44	33,02	1,01	72	29	70·55*	0·88
			1908	92·63	122	41,35	1,36	1,94	1,42	57·73*	3·43
			1909	92·63	135	41,56	4,06	2,10	1,96	51·73*	4·72
			1910	92·50	136	41,67	5,04	2,25	2,79	44·80*	6·69
34	(a)	Tarakeshwar-Magra Light ...	1905	33·27	89	10,47	87	65	22	74·81*	2·10
			1906	33·27	94	10,73	1,00	67	33	67·26*	3·08
			1907	33·27	94	10,92	1,10	76	34	68·70*	3·11
			1908	33·27	92	10,93	1,13	83	30	73·04*	2·74
			1909	33·27	108	11,06	1,24	86	38	69·46*	3·44
			1910	33·27	104	11,32	1,24	81	43	65·36*	3·80
35	(a)	Tezpore-Balipara Light ...	1905	20·10	37	4,87	1,03	76	27	73·80*	5·54
			1906	20·10	37	4,87	1,15	80	35	69·51*	7·19
			1907	20·10	36	4,87	1,12	83	29	74·05*	5·95
			1908	20·10	30	4,87	89	68	21	76·43*	4·31
			1909	20·10	32	4,87	86	62	24	72·52*	4·93
			1910	20·10	31	4,87	94	68	26	72·40*	5·32
		2′ 0″ Gauge.									
37	(a)	Darjeeling-Himalayan ...	1905	51·00	252	37,52	9,73	5,63	4,10	57·90*	10·93
			1906	51·00	233	37,43	9,80	5,79	4,01	59·07*	10·71
			1907	51·00	231	37,53	9,50	5,21	4,29	54·81*	11·43
			1908	51·00	226	37,47	9,44	5,23	4,21	55·38*	11·24
			1909	51·00	246	37,73	9,89	5,49	4,40	55·52*	11·66
			1910	51·00	257	37,94	10,03	5,62	4,41	55·96*	11·65
38	(a)	Howrah-Amta Light ...	1905	37·19	103	16,41	3,29	1,50	1,79	45·42*	10·81
			1906	37·19	124	18,24	3,51	1,74	1,77	49·45*	9·70
			1907	37·19	113	18,85	3,70	1,67	2,03	44·13*	10·77
			1908	43·87	133	21,57	3,98	2,02	1,96	50·67*	9·09
			1909	43·87	156	21,81	4,37	2,26	2,11	51·79*	9·67
			1910	43·87	168	22,24	4,84	2,68	2,16	55·48*	9·67
39	(a)	Howrah-Sheakhala Light ...	1905	19·75	35	6,20	88	50	38	56·80*	6·13
			1906	19·75	36	6,24	91	54	37	59·11*	5·93
			1907	19·75	35	6,25	95	56	39	58·81*	6·24
			1908	19·75	48	6,33	1,01	67	34	66·05*	5·37
			1909	19·75	51	6,51	1,07	69	38	64·16*	5·84
			1910	19·75	51	6,56	1,20	56	64	47·11*	9·65
41	(a)	Jorhat Provincial State ...	1905	30·25	54	9,08	79	76	3	96·87*	0·33
			1906	31·75	51	9,09	93	80	13	85·96*	1·43
			1907	31·75	56	9,30	92	91	1	99·43*	0·11
			1908	31·75	53	9,30	1,01	90	11	88·86*	1·18
			1909	31·65	51	9,53	99	88	11	88·66*	1·15
			1910	30·00	51	9,68	96	88	8	92·16*	0·83
42	(a)	Pipar Road-Bhavi Light ...	1910	19·00	1	1,96	2	1	1	63·51*	0·32
		Total of all railways ...	1905	28,287	107,046	3,58,51,80	41,69,92	19,95,33	21,74,59	47·85	6·07
			1906	29,089	114,489	3,71,27,05	44,13,58	22,02,21	22,11,37	49·89	5·96
			1907	29,957	124,786	3,91,86,93	47,30,51	24,32,32	22,98,18	51·42	5·86
			1908	30,576	127,881	4,11,91,71	44,82,69	27,00,25	17,82,44	60·24	4·33
			1909	31,490	128,260	4,29,83,20	47,06,38	26,38,48	20,67,90	56·06	4·81
			1910	32,093	132,823	4,39,04,73	51,14,22	27,15,72	23,98,50	53·10	5·46

* See Appendix 9.

APPENDIX 7.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.		1905.	1906.	1907.	1908.	1909.	1910.	Remarks.
1	Mileage open at close of the calendar year ...	Miles	28,287	29,089	29,957	30,576	31,490	32,099	
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees)	Rs.	3,58,51,80	3,71,27,05	3,91,86,93	4,11,91,71	4,29,83,20	4,39,04,73	
3	Gross earnings (in thousands of rupees) ...	„	41,69,92	44,13,58	47,30,51	44,82,69	47,06,38	51,14,22	
4	Gross earnings per mile open ...	„	14,744	15,176	15,794	14,663	14,948	15,936	
5	Gross earnings per mile open per week ...	„	284	292	304	282	287	306	
6	Gross earnings per train-mile ...	„	3·89	3·85	3·79	3·51	3·67	3·85	
7	Total working expenses (in thousands of rupees)	„	19,95,33	22,02,21	24,32,32	27,00,25	26,38,48	27,15,72	
8	Working expenses per mile open ...	„	7,055	7,572	8,121	8,833	8,380	8,462	
9	Working expenses per train-mile ...	„	1·86	1·92	1·95	2·11	2·06	2·04	
10	Percentage of working expenses to gross earnings	Per cent	47·85	49·89	51·42	60·24	56·06	53·10	
11	Net earnings (in thousands of rupees) ...	Rs.	21,74,59	22,11,37	22,98,18	17,82,44	20,67,90	23,98,50	
12	Net earnings per mile open ...	„	7,689	7,604	7,673	5,830	6,568	7,474	
13	Net earnings per train-mile ...	„	2·03	1·93	1·84	1·40	1·61	1·81	
14	Percentage of net earnings on total Capital outlay (item 2).	Per cent	6·07	5·96	5·86	4·33	4·81	5·46	
15	Coaching train-miles (in thousands)	Train-miles	33,491	37,155	43,258	47,885	48,191	48,598	
16	Goods train-miles (in thousands)	„	39,712	41,693	46,869	44,875	44,065	47,690	
17	Mixed train-miles (in thousands)	„	29,892	31,014	30,142	29,944	30,859	31,986	
18	Total, including miscellaneous, train-miles (in thousands)	„	107,046	114,489	124,786	127,881	128,260	132,823	
19	Unit-mileage of passengers (in thousands)	Unit-miles	9,900,481	10,688,095	11,840,649	12,102,929	12,364,579	13,432,477	
20	Freight ton-mileage of goods (in thousands)	Ton-miles	9,040,760	9,770,574	10,840,885	9,925,830	9,340,441	12,092,916	
21	Average miles a ton of goods was carried ...	Miles	176·60	165·97	174·58	159·07	153·37	184·33	
22	Average rate charged for carrying a ton of goods one mile ...	Pies	5·19	5·42	5·18	5·09	5·78	4·83	
	Average miles a passenger was carried.								
23	1st class	Miles	98·29	100·71	100·89	100·76	103·35	99·72	
24	2nd class	„	72·92	74·47	70·91	71·26	69·24	75·07	
25	Intermediate class	„	63·78	64·12	59·29	58·82	54·89	52·41	
26	3rd class	„	40·92	40·36	39·65	38·65	38·74	37·12	
27	Season and Vendor's tickets	„	9·16	9·57	9·31	8·94	8·89	8·79	
28	Total	„	39·90	39·43	38·71	37·68	37·54	36·15	
	Average rate charged per passenger per mile.								
29	1st class	Pies	13·31	13·16	13·06	12·95	12·89	14·55	
30	2nd class	„	5·77	5·74	5·76	5·76	5·94	6·67	
31	Intermediate class	„	3·09	3·06	3·05	3·04	3·06	3·15	
32	3rd class	„	2·30	2·29	2·28	2·28	2·28	2·28	
33	Season and Vendor's tickets	„	1·42	1·38	1·40	1·39	1·42	1·42	
34	Total	„	2·47	2·46	2·44	2·44	2·43	2·45	

APPENDIX 8.

Railways and tramways projected up to the 31st December 1910.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
					Miles.	Lakhs of rupees.	
BALUCHISTAN.							
Khanai-Hindu Bagh railway ...	N. W. ...	Khanai to Hindu Bagh ...	Surveyed	5′ 6″	52	64·32	Fully equipped line.
				5′ 6″	47	28·95	Light line. Projected to develop mining industry and open up Zhob Valley.
				2′ 6″	52	49·04	Fully equipped line.
				2′ 6″	47	25·94	Light line.
				2′ 0″	47	25·36	Light line.
BENGAL.							
Bankura (or Bishenpur) Calcutta chord railway.	B. N. ...	Bishenpur to Hooghly ...	Surveyed.	5′ 6″	71	132·55	Double line.
						91·02	Single line.
		or					
		Bishenpur to Howrah ...			81	147·11	Double line. Add for Hooghly bridge 6 miles and 72·58 lakhs if at Cossipore, or 5 miles and 54·47 lakhs if at Panihati, both double line.
						100·75	Single line.
Bausi-Baidyanath railway ...	E. I. ...	Bausi to Baidyanath ...	Surveyed	5′ 6″	44	32·35	
Bechupur-Ramgarh Bokhara Coal field railway.	O. & R. ...	Bechupur (Moghal Sarai) to Leiyo.	Not	5′ 6″	269	361·64	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ...	Not	5′ 6″	...	...	Construction from Bhagalpur to Bausi sanctioned.
		or					
		Bhagalpur to Ahmadpur ...					
Bhojudih-Daltonganj railway ...	B. N. ...	Bhojudih to Daltonganj ...	Surveyed	5′ 6″	171	168·00	
Bokharo and Ramgarh Coalfields railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed	5′ 6″	42	50·02	Construction from Mohuda to Jamooni (12 miles) sanctioned. Cost 13·73 lakhs.
Isri-Parasnath railway ...	E. I. ...	Isri to Madhubun ...	Not ...	2′ 6″	12	3·77	New project. Reconnoitred by promoters.
Katwa-Ahmadpur railway ...	E. I. ...	Katwa to Ahmadpur ...	Not ...	5′ 6″	32	28·23	
		or					
		Katwa to Sainthia ...			...	...	This alignment favoured by East Indian railway.
Kodarma-Hazaribagh railway ...	E. I. ...	Kodarma to Hazaribagh ...	Not ...	2′ 0″	41	14·00	New project. Reconnoitred by promoters.
		or					
		Hazaribagh Road to Hazaribagh.			...	...	
Krishnagar-Jalanghi railway ...	E. B. S. ...	Krishnagar to Jalanghi ...	Surveyed	2′ 6″	56	16·29*	Proposals for construction by private enterprise under consideration.
Mourbhanj Light railway extension	B. N. ...	Baripada to Patri and Talband.	Not ...	2′ 6″	48	11·00	New project.
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed	3′ 3⅜″	38	32·70	
Ranchi-Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Not ...	2′ 6″	45	...	Ranchi to Lohardaga under construction.
Sambalpur-Khurda railway ...	B. N. ...	Sambalpur to Khurda ...	Surveyed	5′ 6″	190	237·00	Partly in Central Provinces. Bengal Government urged construction by State on administrative and political grounds.
Shibnibash-Kotchandpur-Magura branch railway.	E. B. S.	Shibnibash to Magura.					
		(i) *vid* Khallispur, Durgapur and Jhenida.	Surveyed.	5′ 6″	52	49·94	Estimate includes cost of branch No. (1).
		(ii) *vid* Khallispur and Kaliganj direct to Magura.			48	53·07	Estimate includes cost of branch No. (2).
		(iii) *vid* Khallispur, Kaliganj and Jhenidah.			55	52·49	Estimate includes cost of branch No. (1).
		Branch—					
		(1) Jhenidah to Sulkopa or			12	...	
		(2) Kaliganj to Sulkopa.			20	...	

* With second-hand materials and rolling-stock. With new materials and rolling-stock cost is 18·14 lakhs.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1910.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
					Miles.	Lakhs of rupees.	
BENGAL—concld.							
Scintilla-Sonpur branch railway ...	B. N. ...	Scintilla to Sonpur ...	Surveyed	5′ 6″	48	30·62	To connect Raipur-Vizianagram with Sambalpur-Khurda.
Tewaraha-Sitamarhi branch railway	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed	3′ 3⅜″	30	16·53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
BOMBAY.							
Aden railway	...	Tawahi to Crater, with Maala to Shaikh Othman branch.	Surveyed	2′ 6″	12	...	
Bagalkot-Hungund branch railway	M. & S. M.	Bagalkot to Hungund ...	Surveyed	3′ 3⅜″	31	24·42	
Baroda-Savli railway ...	B. B. & C. I.	Baroda to Savli, *vid* Wagodhia, Ajwa and Jarod.	Surveyed	2′ 6″	32	...	The Wagodhia-Jarod section is under construction.
Belapur (or Lakh) Sangamner branch railway.	G. I. P.	Lakh to Sangamner ...	Not ...	5′ 6″	33	...	Alternative alignment, *vid* Bablishwar, 4 miles shorter.
Bilimora-Sara railway ...	B. B. & C. I.	Bilimora to Sara ...	Surveyed	2′ 6″	32	15·69	Proposed by Baroda Durbar.
		Sara to Kalamba ...			3	0·86	
Bombay-Sind Connection railway ...	B. B. & C. I. & N. W.	Viramgam to Badin, *vid* Radhanpur, Suigam and Nagarparker.	Surveyed	5′ 6″	270	318·19	The project is in abeyance.
Dabhora-Ambaji Mata railway	B. B. & C. I.	A point on the Gadhwada thana Frontier to Ambaji Mata.	Under survey.	2′ 6″	27	...	First 18 miles to Samia surveyed. Estimated cost 7·27 lakhs.
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches.					
		(i) Diodar to Radhanpur ...	Surveyed	3′ 3⅜″	85	22·72	Extension of Palanpur-Deesa. Revised estimates of Deesa-Diodar and Diodar-Tharad sections separately called for.
		(ii) Abasana to Suigam ...					
Dholka-Dholera railway ...	B. B. & C. I.	Dholka to Dholera ...	Surveyed	3′ 3⅜″	40	19·88	Cost 21·70 lakhs including cost of promotion, etc. Revision of project under consideration.
Dhond-Baramati railway ...	G. I. P. ...	Dhond to Baramati ...	Not ...	2′ 6″	30	9·00	New project. Proposals for construction by private enterprise under consideration.
Dhulia-Amalner branch railway	G. I. P. ...	Dhulia to Amalner ...	Surveyed	5′ 6″	20	20·00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi, with branches to Gold mines.	Not	3′ 3⅜″	33	...	
Jamnagar-Dwarka extension railway.	B. G. J. P.	Jamnagar to Dwarka, *vid* Khambhalia, with Khambhalia-Salaya branch.	Under survey.	3′ 3⅜″	80	...	Proposed by Navanagar State.
					10	...	
Kakoshi-Kakhal railway ...	...	Kakoshi to Kakhal with Khalipur-Patan branch.	Under survey.	3′ 3⅜″	42	...	Entirely in Baroda territory. New project. Proposed by Durbar.
Kalyan-Belapur-Paneval-Karjat Light railway.	G. I. P. ...	Kalyan to Karjat, *vid* Taloja and Chowk.	Surveyed	2′ 0″	40	15·22	Proposals from private enterprise for construction on 2′6″ gauge from Kalyan to Paneval, *vid* Taloja, with Taloja-Sarsola branch, under consideration.
				2′ 6″		16·17	
		with					
		Taloja-Sarsola branch, *vid* Belapur.		2′ 0″	9	2·57	
				2′ 6″		2·79	
		Chowk to Nagothna extension.	Not ...	2′ 0″ or 2′ 6″	37	12·33	
Khijadia-Amreli railway ...	B. G. J. P.	Khijadia to Amreli ...	Partly...	3′ 3⅜″	10	...	Machiala-Amreli section (6 miles) surveyed by Baroda Durbar and earthwork completed as famine relief work.
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara ...	Not ...	3′ 3⅜″	10	...	New project. Survey by M. & S. M. railway sanctioned.
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed	5′ 6″	5	...	
Larkhana-Kambar-Shahdadpur railway.	N. W. ...	Larkhana to Shahdadpur ...	Surveyed	2′ 6″	32	11·68	
				5′ 6″	32	19·32	Fully equipped.
						13·07	Light line.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1910.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
					Miles.	Lakhs of rupees.	
BOMBAY—concld.							
Light Railways in Sind ...	J. B. ...	(*i*) Shadipalli to Mehoo Suboo. (*ii*) Shadipalli to a point on (*iii*) *vid* Samara. (*iii*) Chhor to Tatta ... (*iv*) Mirpur Buttora on (*iii*) to Dhindee. (*v*) Belo on (*iii*) to Shahbunder. (*vi*) Hyderabad (or Kotri) to Karachi, *vid* Tatta.	Not ...	...	...	...	
Lower Sind branches ...	N. W. ...	(*i*) Badin to Jungshahi ...	Surveyed.	5′ 6″	70	37·42	The Chhor-Tatta and Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.
		(*ii*) Tando Mahomed Khan to Mirpur Buttora.			33	17·19	
Miraj-Bijapur branch railway ...	M. & S. M.	Miraj to Bijapur ...	Not ...	2′ 6	77	...	Construction by Barsi Light railway contemplated.
Petlad-Vaso railway	B. B. & C. I.	Petlad to Vaso ...	Surveyed	2′ 6″	16	5·24	Supersedes Nar-Nadiad Loop. Baroda Durbar propose construction.
Pandharpur-Miraj extension railway	B. L. ...	Pandharpur town to Miraj	Surveyed	2′ 6″	84	50·91	Construction by Barsi Light railway contemplated.
Talegaon-Manchar railway ...	G. I. P. ...	Talegaon to Manchar ...	Partly ..	2′ 6″	30	...	New project. First section to Khed (21 miles) surveyed by promoters. Estimated cost 13·77 lakhs.
Timba-Savli railway	B. B.& C. I.	Timba to Savli ...	Not ...	2′ 6″	20	...	Proposed by Baroda Durbar.
Vijapur-Chhara railway ...	B. B. & C. I	Vijapur to Chhara ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
Visnagar (or Vadnagar)-Vijapur extension railway.	B. B. & C. I.	Visnagar to Vijapur ... or Vadnagar to Vijapur ...	Surveyed.	3′ 3⅜″	16 17	5·34 ...	This alternative is favoured by Baroda Durbar, in whose territory the line lies throughout. With the existing Kalol-Vijapur railway the extension will form a chord between R. M. railway and Gaekwar's Mehsana railway. Project is at present in abeyance.
Wadi-Gadag railway	N. G. S.	Wadi to Gadag ...	Surveyed	5′ 6″	174	186·84	New project.
Zankavav-Vajipur railway ...	B. B. & C. I.	Zankavav to Vajipur ...	Surveyed	2′ 6″	37	...	Extension of Kosamba-Zankavav railway at present under construction. Surveyed in 1903, results not yet submitted.
BURMA.							
Assam-Burma Connection railway ...	A. B. ... B. ...	(i) Chittagong-Akyab-Minhla. (Aeng Pass route.)	Surveyed.	3′ 3⅜″	459	700·00	
		(ii) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.)			385	650·00	
		(iii) Makum to Mogaung ... (Hukong valley route.)			284	383·00	
		(iv) Chittagong-Taungup-Prome.			490	841·94	
Bhamo-Momein (Tengyueh) railway...	B. ...	Bhamo to Momein ...	Surveyed	2′ 6″	122	127·52	
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed	3′ 3⅜″	8	...	
Madouk-Nyaunglebin Waingyi railway.	B. ...	Madouk to Waingyi ...	Under survey.	3′ 3⅜″	25	...	
Moulmein-Myawaddy railway ...	B. ...	Battery point, north of Moulmein, to Myawaddy.	Surveyed	3′ 3⅜″	78	100·19	
Moulmien-Ye railway	B. ...	Battery point, north of Moulmein, to Ye.	Surveyed	3′ 3⅜″	94	83·32	
Pegu-Syriam railway	B. ...	Pegu to Syriam ...	Surveyed	3′ 3⅜″	67	55·30	

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1910.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
					Miles.	Lakhs of rupees.	
BURMA.—concld.							
Pyinmana-Magwe railway ...	B. ...	Pyiwin to Taungdwingyi...	Surveyed.	3′ 3⅜″	69	49·74	Proposed in 1905 in case of necessity as a famine relief work.
		Taungdwingyi to Myingin (near Magwe.)			51	40·95	Further survey sanctioned.
Shwebo-Thabeitkyin railway ...	B. ...	Shwebo to Thabeitkyin *vid* Letkobin.	Surveyed	3′ 3⅜″	30	14·43	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs.
Shwebo-Yeu Light railway ...	B. ...	Shwebo to Yeu ...	Surveyed	3′ 3⅜″	22	...	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Nam Pai railway ...	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mines Light railway).	Surveyed	3′ 3⅜″	25	...	
CENTRAL INDIA.							
Barwaha-Bodeli Light railway ...	B. B. & C. I.	Barwaha to Bodeli ...	Not ...	2′ 6″	163	61·15	Construction of Bodeli-Chota Udepur section is under consideration.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Surveyed	5′ 6″	102	166·12	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Mirzapur-Maihar chord railway ...	...	(See under United Provinces.)	...	...	...	...	
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Surveyed	2′ 6″	32	7·61	Proposals for its construction are under consideration.
CENTRAL PROVINCES.							
Amraoti-Sonnair railway ...	G. I. P ...	Amraoti to Narkher, *vid* Morsi.	Surveyed	5′ 6″	70	65·70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Bellarpur-Warangal (or Kazipet) railway.	...	(See under Hyderabad).	...	...	...	...	
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Mandla ...	Not ...	2′ 6″	154	...	
Bir-Bhopal railway ...	...	(See under Central India).	...	...	...	...	
Borkhedi-Hinganghat railway ...	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed	5′ 6″	26	20·91	Chord between the North-East line and the Wardha coal branch.
Khamgaon-Jalna railway ...	G. I. P. ...	Khamgaon to Jalna ...	Surveyed	2′ 6″	93	32·65	
Khandwa-Akola-Hingoli railway ...	B. B. & C. I.	Khandwa to Hingoli *vid* Akola and Basim.	Surveyed	3′ 3⅜″	200	155·00	On Purna-Hingoli railway (under construction). Estimate is based on preliminary survey. Detailed survey sanctioned since end of 1910. Line forms part of North and South 3′ 3⅜″ gauge connection.
Rajahmundry-Sironcha railway ...	M. & S. M.	Rajahmundry to Sironcha...	Under survey.	5′ 6″	210	...	
Sambalpur-Khurda railway ...	...	(See under Bengal)		...	...	...	
EASTERN BENGAL AND ASSAM.							
Assam-Burma connection railway ...	...	(See under Burma) ...	...	...	...	...	
Bhairab Bazar-Mymensingh railway	A. B. ... E. B. S. ...	Bhairab Bazar to a point opposite Mymensingh.	Not ...	3′ 3⅜″	62	...	
Cachar District tramways ...	A. B. ...	Sealtick to Lala Bazar* ...	Not ...	2′ 6″	24	14·75	Government of Eastern Bengal and Assam propose survey as feeders. *Also known as Hailakandi Light railway.
		Silchar to Duarbund ...			22		
		Silchar to Tikalpur ...			14		

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1910.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
					Miles.	Lakhs of rupees.	
EASTERN BENGAL AND ASSAM—concld.							
Chalsa-Matelli railway ...	B. D. ...	Chalsa to Matelli ...	Under survey.	3′ 3⅜″	5	...	New project.
Dacca-Mymensingh railway extension.	E. B. S. ...	(i) Dacca to Aircha	Surveyed.	3′ 3⅜″	45	76·71	If a ferry over Brahmaputra is substituted for a bridge, cost will be 20·93 lakhs.
		or Tangi to Aircha, *vid* Dassora.			45	75·72	
		(ii) Mymensingh to Bara Ari, *vid* Netrakona with Shambhuganj-Gauripur branch.			36	27·27	
		(iii) Singhjani to Nalitabari, *vid* Sherpore.			25	12·39	
		(iv) Bara Ari to Doleepur, *vid* Lengar Bazar.			50	46·43	
Darangiri Coal field railway ...	...	Shamgang to Darangiri Coal field.	Not ...	3′ 3⅜″	54	...	Shamgang is on the proposed Mymensingh Lengar Bazar line.
Goalundo-Narayanganj extension railway.	E. B. S....	Lakhee Khal Hat (opposite Faridpur) to Munshiganj	Surveyed	3′ 3⅜″	40	58·47	
Hajiganj-Shatnal branch railway ...	A. B. ...	Hajiganj to Shatnal ...	Surveyed	3′ 3⅜″	24	32·81	
Kampur Silghat Light railway ...	A. B. ...	Kampur to Silghat, *vid* Nowgong.	Surveyed.	3′ 3⅜″ / 2′ 6″	48	17·95 / 17·66	
Kurigram-Ulipur-Chilmari railway.	E. B. S. ...	Kurigram to Ulipur	Under survey.	2′ 6″	12	...	New project.
		and Ulipur to Chilmari.	Under survey.	2′ 6″ or 3′ 3⅜″	17	...	
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. S.	Mile 85·8 of the Katihar-Godagari extension, near Nachoul, to Abdulpur.	Surveyed	3′ 3⅜″	50	45·40	
Nattore-Rampur Boalia-Godagari railway.	E. B. S. ...	Nattore to Godagari, *vid* Rampur Boalia.	Under survey.	5′ 6″	44	...	Nattore to Rampur Boalia (24 miles) surveyed. Estimated cost 11·15 lakhs.
Nattore-Sirajganj railway ...	E. B. S. ...	Nattore to Sirajganj ...	Partly...	5′ 6″	55	...	New project. Alternative to "Sara-Sirajganj" project.
Phulbari-Sumjhia branch railway ...	E. B. S. ...	Phulbari to Sumjhia ...	Surveyed	3′ 3⅜″	13	4·42	
Santahar-Malda railway ...	E. B. S....	Santahar to Malda ...	Surveyed	3′ 3⅜″	53	...	
Sara-Sirajganj-Jagannathganj railway.	E. B. S. ...	(i) Sara to Sirajganj ...	Surveyed	5′ 6″	49	62·09	Being re-surveyed.
		(ii) Sirajganj to Brahmaputra right bank.	Surveyed	5′ 6″	3	3·70	
		(iii) Steam ferry across the Brahmaputra river.	...	...	...	9·30	
		(iv) Brahmaputra left bank to Jagannathganj, with Subarna khali branch.	Surveyed	3′ 3⅜″	26	15·38	
Sylhet District tramways ...	A. B. ...	(i) Juri to Chargola, *vid* Hatikhira.	Under survey	2′ 0″	...	...	
		(ii) Karimganj to Chandikhira, with a branch from Patharkandi-Bazar to Magura Cherra.	Not	2′ 6″	43	12·00	Arrangements being made for a survey of the line.
		(iii) Srimangal to Manumukh.	Not	2′ 6″	22	8·81	Arrangements being made for a survey for both the 2′ 6″ and 3′ 3⅜″ gauges.
		(iv) Sutang to Madna ...	Not	2′ 6″	30	11·54	The Shaistaganj-Habiganj section is under survey, and a survey of an extension, 7 miles in length, on the 2′ 0″ gauge has been sanctioned.
HYDERABAD.							
Bellarpur-Warangal (or Kazipet) railway.	G. I. P. & N. G. S.	Bellarpur to Kazipet, *vid* Rajpur, Tandur and Pedapali, with branch to Warangal.	Surveyed	5′ 6″	156	168·66*	These projects supersede the earlier Eastern and Western routes between Bellarpur and Warangal.
		Bellarpur to Sironcha ...	Surveyed	2′ 6″	107	42·26	
Hyderabad-Kistna River railway ...	N. G. S....	Hyderabad to Kistna river	Surveyed	3′ 3⅜″	148	123·68	Figures are approximate as results of survey not known: Part of North and South 3′ 3⅜″ gauge connection.

* Excluding rolling-stock.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1910.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
					Miles.	Lakhs of rupees.	
HYDERABAD—*concld.*							
Khamgaon-Jalna railway ...	...	(See under Central Provinces.)	...	...	...	...	
Khandwa-Akola Hingoli railway ...	...	(See under Central Provinces.)	...	...	...	...	
Wadi-Gadag railway	...	(See under Bombay)	...	...	...	...	
KASHMIR.							
Saraikala-Abbottabad-Srinagar railway.	...	(See under Punjab.)	...	...	...	...	
MADRAS.							
Ammayanayakkanur-Uttamapalaiyam railway.	S. I. ...	Ammayanayakkanur to Uttamapalaiyam.	Surveyed	3′ 3⅜″	61	...	
Arsikere-Mangalore railway ...	...	(See under Mysore)	...	...	...	...	
Bezwada-Jaggiapett railway ...	M. & S.M.	Bezwada to Jaggiapett ...	Not ...	5′ 6″	54	43·50	
Cuddalore-Vriddhachalam railway.	S. I. ...	Cuddalore to Vriddhachalam	Surveyed	3′ 3⅜″	34	...	
Dharmapuri-Bangalore railway ...	S. I. ...	Dharmāpuri to Bangalore, *vid* Palakodu, with Palakodu-Krishnagiri branch.	Surveyed	2′ 6″	107	37·53	Dharmapuri-Palakodu-Hosur section (60 miles, cost 22·51 lakhs) under construction.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, *vid* Palni, Pollachi and Kollengode.	Surveyed	3′ 3⅜″	111	78·99	
Ganjam District Light railways ...	B. N. ...	Berhampore to Russelkonda	Surveyed	2′ 6″	49	14·91	Other lines comprised in the scheme are superseded or abandoned.
Guntur-Repalli branch railway ...	M. & S. M.	Guntur to Repalli ...	Surveyed	3′ 3⅜″	38	17·34	
Kalikiri-Rayachoti branch railway	M. & S. M.	Kalikiri (or Pilerj to Rayachoti.	Surveyed	3′ 3⅜″	34	10·76	
Karaikudi-Arantangi railway ...	S. I. ...	Karaikudi to Arantangi ...	Under survey.	3′ 3⅜″	18	...	Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed	2′ 6″	51	15·96	
Kumbakonam-Mannargudi railway	S. I. ...	Kumbakonam to Mannargudi.	Surveyed	3′ 3⅜″	22	18·61	See remarks on "Nidamangalam-Vedaraniem railway," which comprises Nidamangalam-Mannargudi section of this railway.
Mysore-Tellichery railway ...	M. & S. M.	Mysore to Tellichery ...	Surveyed	2′ 6″	145	81·00	
Nandyal-Atmakur railway ...	B.B. & C.I.	Nandyal to Atmakur, *vid* Velgode.	Surveyed	3′ 3⅜″	30	14·87	Surveyed on behalf of the District Board of Kurnool.
Nanjangud-Erode railway ...	...	(See under Mysore). ...	...	...	...	...	
Nidamangalam-Vedaraniem railway	S. I. ...	(i) Nidamangalam to Mannargudi.	Surveyed	3′ 3⅜″	8	5·83	Proposed by the District Board of Tanjore. Comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line.
		(ii) Mannargudi to Tiruturaipundi.	Not	...	...	...	
		(iii) Tiruturaipundi to Vedaraniem.	Surveyed	3′ 3⅜″	20	10·88	
Palni-Satyamangalam railway ...	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed	3′ 3⅜″	84	84·33	
			Surveyed	3′ 3⅜″	17	25·03	
Parlakimedi-Gunupur railway ...	B. N. ...	Parlakimedi to Gunupur .	Under survey.	2′ 6″	33	...	New project.
Phirangipuram-Gurzala branch railway.	M. & S. M.	Phirangipuram to Gurzala	Surveyed	3′ 3⅜″	50	12·60	
Podanur-Pollachi railway ...	S. I. ...	Podanur to Pollachi ...	Surveyed	3′ 3⅜″	26	21·78	Surveyed on behalf of District Board of Coimbatore.
Ramnad-Virudupatti railway ...	S. I. ...	Ramnad to Virudupatti ...	Surveyed	3′ 3⅜″	66	...	
Rajahmundry-Sironcha railway ...	...	(See under Central Provinces).	...	...	...	...	
Salem-Attur branch railway ...	S. I. ...	Salem to Attur ...	Surveyed	3′ 3⅜″	33	...	
			Surveyed	5′ 6″	36	17·59	
Singarayakonda-Kanigiri railway ...	M. & S. M.	Singarayakonda to Kanigiri	Surveyed	2′ 6″	41	13·83	

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1910.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
					Miles.	Lakhs of rupees.	
MADRAS—*concld.*							
Tinnevelly-Tiruchendur railway ...	S. I. ...	Tinnevelly to Tiruchendur	Surveyed	3′ 3⅜″	38	20·52	Proposed by the District Board of Tinnevelly.
Trichinopoly-Panruti railway ...	S. I. ...	Trichinopoly to Panruti *viâ* Srirangam, Tirupattur, Parambalur, Volcondah, Pariore and Adiyur.	Surveyed	3′ 3⅜″	95	107·20	
Trichinopoly-Ramnad railway ...	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed	3′ 3⅜″	132	...	Alternative to Trichinopoly-Thondi railway.
Trichinopoly-Thondi railway ...	S. I. ...	Trichinopoly to Thondi ...	Not.	3′ 3⅜″	86	37·50	
Vaigai Valley railway ...	S. I. ...	Ammayanayakkannur to Kotagudi, with extensions.—			55		Ammayanayakkannur-Uttamapalaiyam line proposed by District Board at Madura covers a large portion of this project.
		(i) Periyakulam to Krishnama Naik's tope.	Surveyed	2′ 6″	5	22·88	
		(ii) Near Theni (mile 39) to Uttamapalaiyam.			18		
Vizianagram-Bimlipatam railway.	B. N. ...	Vizianagram to Bimlipatam	Not	5′ 6″	15	9·39	
Yerragudipad-Jammalamadugu railway.	M. & S. M.	Yerragudipad to Jammalamadugu.	Surveyed	2′ 6″ 5′ 6″	24	10·45 12·47	Will be merged in the Yerragudipad-Nandyal project.
Yerragudipad-Nandyal railway	M. & S. M.	Yerragudipad to Nandyal...	Surveyed	3′ 3⅜″	71	40·85	
MYSORE.							
Arsikere-Mangalore railway ...	M. & S. M.	Arsikere to Mangalore, *viâ* Hassan.	Surveyed	2′ 6″	136	85·44	Sub-grade for 3′ 3⅜″ gauge from Arsikere to Hassan (29 miles) is included in the estimate.
Dharmapuri-Bangalore railway ...	...	(See under Madras.)	...	...	...	...	
Dodbele-Kolar Gold-fields railway...	M. & S. M.	Dodbele to Kolar Gold fields.	Not	3′ 3⅜″	72	...	
Mysore Hassan railway	M. & S. M.	Mysore to Hassan ...	Surveyed	3′ 3⅜″	74	53·75	
Mysore-Tellichery railway ...	...	(See under Madras.)	...	...	...	...	
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode ...	Surveyed	3′ 3⅜″	121	123·03	33·7 miles in Mysore. The Durbar do not propose to construct this section till the British section is put in hand. The line including a branch from Sattayamanagalam to Mettupalayam, (29 miles) is being resurveyed.
NORTH-WEST FRONTIER PROVINCE.							
Mardan-Charsadda railway ...	N. W. ...	Mardan to Charsadda ...	Surveyed	2′ 6″	70	13·08	
Mardan Swabi railway ...	N. W. ...	Mardan to Swabi ...	Surveyed	2′ 6″	31	24·46	
Saraikala-Abbottabad-Srinagar railway.	...	(See under Punjab) ...	...	...	...	...	
Trans-Indus railway ...	N. W. ...	(i) Kohat to Bannu ...	Surveyed.	2′ 6″	140	90·05	New project.
		(ii) Laki to Dera Ismail Khan.					
PUNJAB.							
Bhagtanwali-Sargodha railway ...	N. W. ...	Bhagtanwali to Sargodha	Not ...	5′ 6″	16	...	To connect with the proposed Sangla-Chiniot-Khushab railway.
Dhak branch railway	N. W. ...	Dhak to Tajuwala ...	Surveyed	5′ 6″	11	4·97*	To serve coal mines.
Jhang-Sangla railway ...	N. W. ...	Jhang to Sangla, *viâ* Chiniot	Surveyed	5′ 6″	74	44·15	Sangla to Chiniot section considered the more important section. Extension to Khushab, *viâ* Sargodha and Shahpur, also recommended by Punjab Government.
Jullundur-Hoshiarpur railway ...	N. W. ...	Jullundur City to Hoshiarpur.	Surveyed	5′ 6″	24	37·13	Construction by State Agency under consideration.
Karnal-Kaithal-Nabha branch railway.	E. I. ...	Karnal to Nabha, *viâ* Kaithal	Not ..	5′ 6″	70	56·00	
Mandra-Bhon railway ...	N. W. ...	Mandra to Bhon, *viâ* Chakwal.	Surveyed	5′ 6″	47	33·05	Proposals for its construction under consideration.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed	5′ 6″	54	34·00	
				3′ 3⅜″		24·83	

* Excluding rolling-stock.

APPENDIX 8—*concld.*

Railways and tramways projected up to the 31st December 1910.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
					Miles.	Lakhs of rupees.	
PUNJAB—concld.							
Saraikala-Abbottabad-Srinagar railway ...	N. W. ...	Saraikala to Srinagar, *vid* Abbottabad. (Comprises the following sections).	...	...	...	...	Portions within British and Kashmir territories to be constructed and owned by the Government of India and Durbar, respectively.
		(i) Saraikala to Abbottabad.	Surveyed.	5′ 6″	51	87·76	Saraikala-Havelian portion of the line sanctioned for construction on the 5′ 6″ gauge.
		(ii) Abbottabad to Garhi Habibulla.		5′ 6″	28	77·39	
		(iii) Garhi Habibulla to Kashmir frontier.		5′ 6″	4	10·41	
		(iv) Kashmir frontier to Domel.		5′ 6″	5	27·24	
		(v) Kashmir frontier to Srinagar.		3′ 3⅜″	109	157·89	
Sialkot-Amritsar railway ...	N. W. ...	Sialkot to Amritsar with branch from Dera Nanak to Batala.	Surveyed	5′ 6″ 2′ 6″	100	...	
RAJPUTANA.							
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar ...	Surveyed.	3′ 3⅜″	213	136·67	The section Baran to Kotah (41 miles) has been constructed on 5′ 6″ gauge and is open to traffic.
		or Baran to Nasirabad ...			153	96·12	
		with Jehazpur to Paondero Branch.			71	31·63	
Dholpur-Rajakhera Extension railway.	B. B & C. I.	Dholpur to Rajakhera ...	Under survey	2′ 6″	23	...	Proposed by Dholpur Durbar.
Karauli branch railway	B. B. & C. I.	Gungapur to Karauli ...	Not	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed	3′ 3½″	15	4·73	
Sri Madhopur-Borawar chord railway	B. B. & C. I	Sri Madhopur to Borawar.	Not	3′ 3⅜″	...	...	
Sri Madhopur-Sikar railway ...	B. B. & C. I	Sri Madhopur to Sikar ...	Surveyed	3′ 3⅜″	31	8·69	
UNITED PROVINCES.							
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed	5′ 6″	13	8·88	
Fatehpur-Markundi chord railway ...	E. I. ...	Fatehpur to Markundi alternatives.	Surveyed.	5′ 6″	72	98·46	
		(i) Fatehpur to Karwi ...			52	72·59	
		(ii) Khaga to Manikpur ...			57	85·98	
Hardoi-Sandi branch railway ...	O. & R. ...	Hardoi to Sandi ...	Surveyed	5′ 6″	14	3·62	
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or	Surveyed.	5′ 6″	19	7·76	Government of United Provinces favour the route, *vid* Pahari.
		vid Pahari			21	8·42	
Jajau-Tantpur branch railway ...	G. I. P. ...	Jajau to Tantpur ...	Under survey.	5′ 6″	32	...	New project, principally to serve Tantpur quarries.
Kasganj-Rajghat (or Atrauli) railway.	O. & R. ...	Kasganj to Rajghat or Atrauli.	Under survey.	5′ 6″	54	...	New project, alternative to Budaon-Babrala section of the Tilhar-Hapur project.
Kunch-Madhogarh railway ...	G. I. P. ...	Kunch to Shankarpur, *vid* Jalaon,	Surveyed.	5′ 6″	36	13·44	Certain amount of earthwork done in 1906 as famine relief work.
		with Jalaon-Madhogarh Branch.			16	5·92	
Mirzapore-Maihar chord railway ...	E. I ...	Mirzapore to Maihar ...	Not ...	5′ 6″	140	155·00	
Rosa-Budaon railway ...	O. & R. ...	Rosa to Budaon ...	Under survey.	5′ 6″	56	...	New project. Alternative the Tilhar-Budaon portion the Tilhar-Hapur railway.
Tilhar-Budaon-Hapur railway. ...	O. & R. ...	Tilhar to Hapur *vid* Budaon	Surveyed	5′ 6″	147	180·21	
		with a branch from Jehangirabad to Bulandshahr.	Surveyed	5′ 6″	16		
Unao-Madhoganj railway ...	O. & R. ...	Unao and Madhoganj ...	Under survey.	5′ 6″	47	...	New project.

APPENDIX 9.

History of open lines of railway and of lines under construction or sanctioned for construction on the 31st December 1910.

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10	(e)	Pondicherry	3′ 3⅜″	S. I. Ry. Co.	177
20	(c)	Powayan Light	2′ 6″	R & K Ry Co	212
1	(f)	Purulia-Ranchi	2′ 6″	B. N. Ry. Co.	82
		R			
1	(g)	Raipur-Dhamtari	2′ 6″	B. N. Ry. Co.	82
2	(p)	Rajpipla	2′ 6″	B. B. & C. I. Ry. Co.	101
8	(e)	Rajpura-Bhatinda	5′ 6″	N. W. Ry.	161
2	(m)	Rajputana-Malwa	3′ 3⅜″	B. B. & C. I. Ry. Co.	97
20	(a)	Rohilkund and Kumaon	3′ 3½″	R & K. Ry. Co.	209
		S			
6	(k)	Sangli	3′ 3⅜″	M. & S. M. Ry. Co.	148
33	(a)	Shahdara (Delhi)-Saharanpur Light.	2′ 6″	S. S. Lt. Ry. Co.	220
10	(f)	Shoranur-Cochin	3′ 3⅜″	S. I. Ry. Co.	178
4	(c)	South Behar	5′ 6″	E. I. Ry. Co.	120
10	(a)	South Indian	5′ 6″	S. I. Ry. Co.	172
10	(b)	South Indian	3′ 3⅜″		173
8	(f)	Southern Punjab	5′ 6″	N. W. Ry.	162
8	(g)	Southern Punjab "Ludhiana" Extension.	5′ 6″		163
15	(c)	Southern Shan States	3′ 3⅜″	Burma Rys. Co.	200
8	(h)	Sutlej Valley	5′ 6″	N. W. Ry.	164
		T			
10	(g)	Tanjore District Board	3′ 3⅜″	S. I. Ry. Co.	178
2	(g)	Tapti Valley	5′ 6″	B. B. & C. I. Ry. Co.	90
34	(a)	Tarakeshwar-Magra Light	2′ 6″	B. P. Ry. Co.	221
4	(d)	Tarkessur	5′ 6″	E. I Ry. Co.	121
35	(a)	Tezpore-Balipara Light	2′ 6″	T. B. Lt Ry Co.	221
10	(h)	Tinnevelly-Quilon (Travancore) (British section)	3′ 3⅜″	S. I Ry Co.	180
10	(i)	Tinnevelly-Quilon (Travancore) (Native State section)	3′ 3⅜″		181
12	(b)	Tirhoot	3′ 3⅜″	B. & N. W. Ry. Co.	188
10	(k)	Tirupattur-Krishnagiri	2′ 6″	S. I. Ry. Co.	182
8	(n)	Trans-Indus (Kalabagh-Bannu).	2′ 6″	N. W. Ry.	167
		U			
21	(a)	Udaipur-Chitorgarh	3′ 3⅜″	Udaipur Durbar	213
		V			
2	(n)	Vijapur-Kalol-Kadi	3′ 3⅜″	B. B. & C. I. Ry. Co.	99
		W			
6	(l)	West of India Portuguese	3′ 3⅜″	M. & S. M. Ry. Co.	149

APPENDIX 9.

History of railways constructed and in progress.

[For Index see page 75.]

GENERAL.

From the year 1906-07 Interest on Debt in India has been calculated at the actual average rate for the year of interest on the mean non-specific debt of India, instead of at the fixed rates of 4 and 3¾ per cent previously employed. The actual rates from 1906-07 to 1909-10 were 3·437, 3·412, 3·384 and 3·384 per cent, respectively.

One effect of the change is that, in some cases, while the capital outlay on a railway at the end of 1907 was ahead of that at the end of 1906, the interest charge in connection therewith was less.

Number $\frac{\text{Main head 1}}{\text{Sub-heads (}a\text{) to (}h\text{)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—SIR SAMUEL HOARE, BART.

Managing Director—R. MILLER, ESQ.

Offices—132, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal-Nagpur railway (5′ 6″ gauge)	1,492·74	304·76	1,797·50
(*a*) East Coast State railway, Northern section (5′ 6″ gauge)*	314·46	...	314·46
(*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)	183·18	38·35	221·53
(*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	275·39	37·75	313·14
(*d*) Mourbhanj railway (2′ 6″ gauge)	32·41	...	32·41
(*e*) Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(*f*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)	72·68	...	72·68
(*g*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)	56·94	...	56·94
(*h*) Nagpur-Chhindwara extension, Bengal-Nagpur railway (2′ 6″ gauge)	...	93·31	93·31
Total	2,452·42	474·17	2,926·59

Running powers—

	Miles.
Home line over Foreign lines :—	
At Katni, East Indian railway } for passenger and goods trains	0·30
At Asansol and Katrasgarh, East Indian railway } for passenger and goods trains	1·16
At Howrah, East Indian railway, for passenger trains only	1·00
At Nagpur, Great Indian Peninsula railway } for passenger and goods trains	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern Mahratta railway, (5′ 6″ gauge) } for passenger and goods trains	4·97
Total	8·08
Foreign line over Home line :—	
Great Indian Peninsula railway at Katni, for passenger trains only	1·60

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
BENGAL-NAGPUR PROPER—			
		Miles.	Miles.
Main line—			
Asansol to Damoodur	12-6-89	4·62	
Damoodur to Purulia	14-12-89	44·56	
Purulia to Chakardharpore	22-1-90	72·23	
Chakardharpore to Goilkera	15-5-90	20·90	
Goilkera to Jharsuguda	1-2-91	104·92	
Jharsuguda to Raigarh	20-4-90	44·42	
Raigarh to Bilaspur	10-2-90	82·40	
Bilaspur to Raipur	10-1-89	68·52	
Raipur to Raj-Nandgaon	4-12-88	42·04	
Raj-Nandgaon to Nagpur	1880, '81 & '82†	144·85	
Total main line	...	...	629·46
Branches—			
Sanctoria coal branch—			
Damoodur to the Sanctoria collieries	12-6-89	7·40	
Chaurashi branch—			
Ramkanali to Nodiha Colliery siding (siding No. 7)	1-2-03	8·52	
Sambalpur branch—			
Jharsuguda to Sambalpur	1-2-93	29·90	
Katni branch—			
Bilaspur to Birsinghpur	1-2-91	142·32	
Birsinghpur to Umaria	11-5-90	18·46	
Umaria to Katni	2-11-86	35·88	
Katni to Marwara Junction	1-1-01	0·65	
		197·31	
Kanhan to Ramtek	26-9-07	17·39	
Ramtek to Dattapahar			
Total carried over	...	260·52	629·46

* Transferred for working as an integral part of the Bengal-Nagpur railway from the 1st January 1901.

† These are the dates of opening of the original 3′ 3¾″ gauge line, which was converted to the 5′ 6″ gauge and reopened on the 27th November 1888.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 1}}{\text{Sub-head (a) to (h)}}$ **. BENGAL-NAGPUR RAILWAY SYSTEM—***contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward .	...	260·52	629·46
Calcutta extension—			
Sini to Khargpur	1-6-98	99·97	
Khargpur to Khal Bridge	17-12-98	36·57	
Khal Bridge to Rajapur Khal	24-5-00	18·80	
Rajapur Khal to Howrah	14-12-00	15·31	
Fort Gloster branch 1·56, Lawrence Mill 0·83 and East Roop Narain Bank 0·81 and Kidderpore Port line 0·60.	14-12-00	3·80	
		174·45	
Shalimar branch—			
Santragachi to Shalimar	15-3-01	3·15	
Cuttack extension—			
Khargpur to Balasore	17-12-98	71·89	
Balasore to Barang (Cuttack)	10-1-99	117·49	
		189·38	
Jharia extension—			
Khargpur to Cossye river	20-1-99	4·75	
Right bank of the Cossye river to Midnapore	8-6-01	3·12	
Midnapore to Bhojudih	1-2-03	114·95	
Bhojudih to Gomoh	1-1-07	26·03	
		148·85	
BRANCHES AND EXTENSIONS ON THE JHARIA COAL-FIELDS—			
Bhojudih-Bhaga-Mohuda loop—			
Bhojudih to Bhaga	20-4-03	6·96	
Bhaga to Malkera	1-9-03	8·79	
Malkera to Mohuda	15-6-04	3·37	
Bhowra branch—	14-5-03	3·08	
Bhojudih-Pathardihi link	1-2-06	0·67	
Katras connections—			
Malkera to Katras	24-8-03	0·58	
Khanoodih to Katras	1-1-07	1·89	
Murulidih branch—			
Mohuda to Murulidih collieries	1-1-07	2·65	
Jamadoba loop—	16-9-03	5·42	
Kendua branch—	1904	2·60	
Aldih branch—	1-2-06	2·54	
		38·55	
Raipur-Vizianagram section—			
Vizianagram to Bobbili	24-12-08	33·18	
Bobbili to Parvatipuram	8-3-09	15·20	
		48·38	
Total branches	...	...	863·28
TOTAL OPEN MILEAGE, BENGAL-NAGPUR PROPER	...	...	1,492·74
EAST COAST STATE RAILWAY, NORTHERN SECTION—			
Main line—			
Cuttack (Barang) to Bhubaneswar	1-2-97	10·04	
Bhubaneswar to Khurda Road	20-7-96	11·75	
Khurda Road to Rambha	1-3-96	61·60	
Rambha to Berhampore-Ganjam	1-9-95	29·54	
Berhampore-Ganjam to Palasa	1-4-95	45·99	
Palasa to Parlakimedi Road (Naupada)	17-12-94	15·97	
Parlakimedi Road (Naupada) to Vizianagram	20-7-94	72·36	
Vizianagram to Waltair	15-7-93	37·78	
Naupada salt branch	...	2·37	
Total main line	...	...	287·40
Puri branch—			
Khurda Road to Puri	1-2-97	25·34	
Temporary Puri station to new Puri station	1-6-98	1·72	
Total branch	...	...	27·06
TOTAL EAST COAST STATE RAILWAY, NORTHERN SECTION	...	...	314·46
TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAILWAY, 5′ 6″ GAUGE	...	...	1,807·20
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Portion of Bhojudih-Pathardihi link (constructed but not worked)	...	0·18	
Raipur to Parvatipuram (sanctioned on 26th January 1906)	...	260·67	
Kalimati to Onlajori	1-2-11	34·12	
Onlajori to Gorumahisani (sanctioned on 5th May 1908)	...	5·98	
Kalamna *vid* Itwari to Nagpur	15-3-11	3·81	
Total under construction or sanctioned	...	...	304·76
GRAND TOTAL, BENGAL-NAGPUR, 5′ 6″ GAUGE.			2,111·96
DOUBLE LINE—			
BENGAL-NAGPUR RAILWAY, 5′ 6″ GAUGE—			
Howrah to Santragachi	12-12-00	3·42	
Santragachi to Bauria	17-6-02	10·80	
Bauria to Khargpur	15-3-07	55·86	
Shalimar branch	...	3·15	
Total double line	...	73·23	

T

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Chakardharpore district where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction and between Vizianagram and Parvatipuram, 1 in 125.

Contracts—

The Bengal-Nagpur railway is worked under the following contracts :—

Contracts of—9th March 1887.—Bengal-Nagpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Jharsuguda (Sambalpur Road) station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2′ 6″ gauge) feeder line with a branch to Rajim; an extension (5′ 6″ gauge) from Sini *vid* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jharia coal-fields; a line (2′ 6″ gauge) from Gondia to Jubbulpore with branches from Nainpur to Mandla and Nainpur to Chhindwara; and for the working of the Northern section of the late East Coast State railway as part of the undertaking.

22nd February 1910.—Contract for the construction, maintenance and working of a branch line (5′ 6″ gauge) from the Company's station at Ramkanali to Chaurashi; an extension line (2′ 6″ gauge) from Purulia on the main line to Ranchi; a branch line (5′ 6″ gauge) from Kamptee to Ramtek; a line (2′ 6″ gauge) from Gondia on the main line to Chanda with a branch from Nagbhir to Nagpur; an extension line (5′ 6″ gauge) from Raipur on the main line to Vizianagram; a line (5′ 6″ gauge) from Kalimati to Gorumahisani; an extension line (2′ 6″ gauge) from Nagpur to Chhindwara with a branch to Khapa.

The general conditions of the contracts are as follows :—

Government aid.—Government guarantee interest in sterling at 4 per cent per annum on £3,000,000 share capital. On any further capital that may be required the guarantee to be 4 per cent or such other rate as may be agreed upon.

Method of raising capital.—The contracts provide for the Company raising £3,000,000; any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

Currency of contracts:—

(1) *Principal contract of 9th March 1887.*—Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract of 31st December 1891.*—The contract for this branch brings it within the provisions of the principal contract of 9th March 1887; but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902.—Northern section of the late East Coast State railway.*—Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

(4) *Contract of 22nd February 1910.*—The contract provides for the maintenance and working of the new lines as part of the undertaking and is to remain in force until the original contract shall be determined. All moneys required for the construction and completion of the new lines are either to be provided by the Secretary of State or raised by the Company by the issue of debentures or debenture stock upon terms and subject to the provisions of the contract of 1901. The Secretary of State is entitled to interest at 3½ per cent per annum on the amount advanced by him up to and including the 30th June 1909 and to interest at 3¾ per cent per annum on any amount advanced or to be advanced by him subsequently to that date.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. BENGAL-NAGPUR RAILWAY SYSTEM—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Contracts—

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses—which may include any single item of capital expenditure classed as a 'Minor work,' up to Rs. 1,000 but not exceeding Rs. 2,000 at the discretion of the Railway Board subject to a maximum charge on such account of Rs. 20 per mile of the open system in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast State railway, bear to the gross earnings of the latter section.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	TABLE I.								TABLE II.	
	Includes the Northern section of the late East Coast State railway, the Gondia-Chanda and the Jubbulpore-Gondia Extensions and the Purulia-Ranchi and the Raipur-Dhamtari branches.									
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 .	224·50	5,23,92,291	15,83,293	5,17,461	0·99	23,62,947	...	—18,45,486	169	67·32
1889 .	348·18	7,08,75,456	20,40,944	4,03,160	0·57	29,96,364	...	—25,93,204	131	80·25
1890 .	586·01	8,14,66,762	28,64,578	5,47,463	0·67	33,88,852	...	—28,41,389	101	80·89
1891 .	831·58	9,08,04,164	54,57,356	26,84,453	2·96	35,05,676	...	—8,21,223	129	50·81
1892 .	831·58	2,56,14,736	60,83,562	30,08,166	3·15	39,05,345	...	—8,97,179	141	50·55
1893 .	862·33	9,80,08,424	64,17,751	32,62,220	3·33	43,97,594	...	—11,35,374	144	49·17
1894 .	860·88	9,81,73,789	66,90,648	32,58,414	3·32	45,83,993	...	—13,25,579	149	51·30
1895 .	860·88	9,88,94,777	68,74,740	35,41,444	3·58	48,56,800	...	—13,15,356	153	48·49
1896 .	860·88	11,05,30,319	63,68,525	29,27,869	2·65	48,27,504	...	—18,99,635	142	54·03
1897 .	860·88	13,04,58,784	62,00,309	29,79,559	2·28	51,35,240	...	—21,55,681	138	51·94
1898 .	1,067·41	14,67,03,520	68,79,193	33,63,854	2·29	54,23,186	...	—20,59,332	143	51·10
1899 .	1,190·16	16,65,90,365	90,73,460	47,21,814	2·83	59,75,853	...	—12,54,039	152	47·96
1900 .	1,284·35	17,41,74,604	1,29,75,223	77,13,050	4·43	64,90,637	2,24,836	+ 9,97,577	205	40·56
1901 .	1,609·22	21,28,65,061	1,30,77,769	61,48,648	2·89	79,83,163	...	—18,39,515	156	52·98
1902 .	1,602·24	23,05,09,658	1,42,18,227	69,37,742	3·01	85,44,311	...	—16,06,569	170	51·21
1903 .	1,815·65	24,97,58,940	1,55,47,702	70,45,255	2·82	89,66,131	...	—19,20,876	168	54·69
1904 .	1,965·68	26,14,35,453	1,89,12,137	95,87,326	3·67	95,41,624	...	+45,702	190	49·31
1905 .	1,980·47	27,33,72,570	2,44,70,900	1,34,04,052	4·90	1,00,32,318	6,78,785	+26,92,949	239	45·22
1906 .	1,996·50	28,49,48,582	2,69,47,181	1,41,51,252	4·97	1,03,41,779	7,88,611	+30,20,862	259	47·49
1907 .	2,113·35	30,91,90,534	2,89,80,537	1,48,46,149	4·80	1,08,35,545	9,05,730	+31,04,874	272	48·77
1908 .	2,300·86	32,39,77,888	2,71,55,960	1,14,06,971	3·52	1,12,34,518	...	+1,72,453	227	57·99
1909 .	2,348·63	33,91,49,381	2,87,72,437	1,31,42,676	3·88	1,16,99,565	2,87,725	+11,55,386	236	54·32
1910 .	2,395·39	34,75,04,066	3,08,52,867	1,50,32,327	4·33	1,20,04,393	6,12,507	+24,15,427	248	51·28

N. B.—Statistics for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Gondia to Nagbhir	10-11-08	81·74	
Nagbhir to Nagpur		65·32	
Lackergunj to Motibagh	1-6-09	4·37	
Line at Itwari	...	0·91	
Nagbhir to Rajoli	1-12-10	30·84	
Total open mileage	...	...	183·18
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Rajoli to Chanda (sanctioned on 26th August 1904)	...	36·28	
Itwari loop (sanctioned on 17th June 1908)	...	2·07	
Total under construction or sanctioned	...	...	38·35
GRAND TOTAL	...	...	221·53

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (h)}$ **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

Included with the Jubbulpore-Gondia Extension (2′ 6″ gauge), 1 (c).

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″) gauge—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
Nainpur to Gondia	18-4-03	72·66	
Nainpur to Jubbulpore	5-7-04 7-4-05 15-9-05	67·32	
Branches—			
Nainpur to Garha Mandla	15-2-09	26·40	
Nainpur to Seoni	12-2-04	47·10	
Seoni to Chhindwara	27-7-04 1-9-04	40·18	
Chhindwara to Khirsadoh	15-3-06	16·13	
Khirsadoh to Barkuhi	21-3-07	5·60	
Total open mileage ...	...	...	275·39
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Khirsadoh to Sirgora (sanctioned on 24th June 1904)	...	8·43	
Balaghat to Katangi (sanctioned on 30th December 1909)	...	29·32	
Total under construction or sanctioned ...	...	...	37·75
GRAND TOTAL ...	.....	...	313·14

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black basalt has been used.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

TABLE I. | TABLE II.

Includes the Gondia-Chanda Extension (2′ 6″ gauge), 1 (b).

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3.)	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	76·95	85,92,012	45,307	20,527	0·24	16	54·69
1904	213·77	1,05,77,313	2,41,318	64,293	0·61	29	73·36
1905	228·77	1,24,70,065	5,09,764	1,27,468	1·02	44	74·99
1906	245·05	1,32,28,634	7,59,895	2,44,105	1·85	60	67·88
1907	250·10	1,34,59,935	10,02,418	3,65,276	2·71	77	63·56
1908	397·67	2,36,27,804	10,91,800	3,14,897	1·33	53	71·16
1909	428·46	2,61,54,689	11,86,743	1,67,544	0·64	53	85·88
1910	458·57	2,78,45.635	14,02,244	2, 90,059	1·04	59	79·31

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*d*) Mourbhanj railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Rupsa to Baripada station	20-1-05	32·41	32·41

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No. 223 R.T. of the 10th March 1905.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Maharaja of Mourbhanj.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

	TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on— (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·41	6,29,160	31,494	9,444	1·50	20	70·01
1906	32·41	6,76,547	44,825	21,888	3·24	27	51·17
1907	32·41	7,12,765	43,532	21,567	3·03	26	50·46
1908	32·41	7,18,970	50,791	28,633	3·98	30	43·62
1909	32·41	7,19,675	55,490	24,269	3·37	33	56·26
1910	32·41	7,19,735	58,333	25,256	3·51	35	56·70

1 (*e*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Naupada to Parlakimedi	1-4-00	24·62	24·62

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway in cutting runs along side the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The Parlakimedi Light railway is worked under an agreement, dated the 24th January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Raja of Parlakimedi.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*e*) Parlakimedi Light railway (2′ 6″ gauge)—*concld.*

Satistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on— (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	24·68	7,10,974	17,425	−14,812	...	14	185·00
1903	24·62	7,10,974	16,683	−9,267	...	13	155·71
1904	24·62	7,10,974	20,675	−1,301	...	16	106·29
1905	24·62	7,12,466	27,181	+4,479	0·63	21	83·52
1906	24·62	7,12,466	21,494	−9,702	...	17	145·14
1907	24·62	7,12,602	25,440	−5,877	...	20	123·10
1908	24·62	7,13,374	26,365	+837	0·12	21	96·82
1909	24·62	7,16,528	25,830	+6,961	0·97	20	73·05
1910	24·62	7,23,780	27,134	+8,277	1·14	21	69·50

1 (*f*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Purulia to Ranchi	15-11-07	72·68	72·68

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.
Ballast.—The line is ballasted with stone and gravel.
Fencing.—Only the important level crossings have posts and chains padlocked.
Curves.—The sharpest curve is of 955 feet radius.
Gradients.—The ruling gradient is 1 in 80.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on— (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	72·45	34,48,245	54,108	43,404	1·26	112	19·78
1908	72·68	41,71,748	3,43,434	2,27,302	5·45	91	33·81
1909	72·68	47,56,235	3,38,520	1,86,930	3·95	90	44·78
1910	72·68	48,51,707	3,61,940	1,88,155	3·88	96	48·16

1 (*g*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Raipur to Kurud	10-9-00	31·50	
Kurud to Dhamtari	17-12-00	14·04	
Total main line		...	45·54
Branch—			
Abhanpur to Rajim	15-10-00	11·40	11·40
TOTAL OPEN MILEAGE		...	56·94

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number Main head 1 / Sub-heads (a) to (h) · BENGAL-NAGPUR RAILWAY SYSTEM—*concld.*

1 (*g*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on— (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	56·24	13,69,838	72,339	20,163	1·47	25	72·13
1902	56·24	13,85,968	62,736	14,263	1·03	21	77·27
1903	56·24	13,96,065	75,187	25,288	1·81	26	66·37
1904	56·24	13,96,065	1,03,537	48,417	3·47	35	53·24
1905	56·24	13,96,077	1,07,418	46,382	3·32	37	56·82
1906	56·94	14,19,283	1,16,088	57,608	4·06	39	50·38
1907	56·94	14,18,139	1,16,696	58,828	4·15	39	49·59
1908	56·94	14,18,139	1,16,387	46,940	3·31	39	59·67
1909	56·94	14,20,126	1,16,202	41,337	2·91	39	64·43
1910	56·94	14,20,126	1,22,475	53,083	3·74	41	56·66

1 (*h*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Itwari to Lodhikhera	1-1-11	38·88	
Saoner to Khapa	1-1-11	4·51	
Lodhikhera to Chhindwara (sanctioned on 10th February 1909)	.....	49·92	
TOTAL		...	93·31

Number Main head 2 / Sub-heads (a) to (q) · BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—

Chairman—COLONEL SIR W. S. S. BISSET, K.C.I.E., R.E.

Secretary—C. A. R. CROMMELIN, ESQ.

Offices.—Gloucester House, Bishopsgate, without London, E.C.

Lines comprised in the system—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bombay, Baroda and Central India railway {(5′ 6″ gauge) 465·12 / (3′ 3⅜″ gauge) 39·23}	504·35	...	504·35
(*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)	141·14	...	141·14
(*c*) Nagda-Muttra railway (5′ 6″ gauge)	339·35	...	339·35
(*d*) Nagda-Ujjain railway (5′ 6″ gauge)	34·32	...	34·32
(*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)	21·50	...	21·50
(*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)	12·30	...	12·30
(*g*) Tapti Valley railway (5′ 6″ gauge)	155·48	...	155·48
(*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)	33·54	...	33·54
(*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)	54·70	33·91	88·61
(*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)	138·00	...	138·00
(*k*) Jaipur railway (3′ 3⅜″ gauge)	72·84	...	72·84
(*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)	17·28	...	17·28
(*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)	1,778·50	...	1,778·50
(*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)	41·37	5·79	47·16
(*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)	94·48	64·20	158·68
(*p*) Rajpipla railway (2′ 6″ gauge)	37·37	...	37·37
(*q*) Kosamba-Zankavav railway (2′ 6″ gauge)	...	26·12	26·12
Total	3,476·52	130·02	3,606·54

Running powers—

Home line over foreign line :—

	Miles.
Dádár Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)	4·39

Foreign lines over home line :—

East Indian railway, Agra East Bank to Agra Fort (for passenger trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dádár Junction to Colába (for goods trains only)	7·25
" " " at Agra (for passenger and good trains)	2·89
Total	11·38

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$: BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Colába to Marine lines	18-1-70	2·00	
Marine lines to Charni Road	19-6-69	0·75	
Charni Road to Grant Road	13-9-68	0·75	
Grant Road to Bulsár	28-11-64	121·00	
Bulsár to Navsári	2-9-61	24·25	
Navsári to Sachin	20-5-61	9·25	
Sachin to Surat	18-3-61	9·00	
Surat to Amroli	19-11-60	2·25	
Amroli to Anklesvar	10-2-60	28·75	
Anklesvar to the Nerbudda	5-12-60	5·50	
Nerbudda to Broach	22-6-60		
Broach to Baroda	9-1-61	43·75	
Baroda to Dholia	22-4-61	11·25	
Dholia to Mehmadabad and Kaira Road	3-9-62	33·25	
Mehmadabad and Kaira Road to Ahmedabad	21-1-63	17·89	
Ahmedabad to Sábarmati	1-1-70	3·75	
Sábarmati to Sánand	24-5-71	13·75	
Sánand to Viramgám (3′ 3¾″ *gauge.*)	30-11-71	22·98	
Viramgám to Wadhwán	*25-5-72	39·23	
Total main line	...	...	353·35
Branches—			
Godhra branch—			
Ánand to Dákor	8-4-74	16·75	
Dákor to Rukhyal	6-1-75	1·75	
Rukhyal to Hungari	6-12-76	9·00	
Hungari to Sevalia	29-1-77	4·71	
Sevalia to Godhra	26-2-82	17·00	
		49·21	
Pátri branch—			
Khárághoda to Viramgám	12-5-73	22·12	
Godhra-Baroda chord—			
Baroda to Godhra	23-12-03	43·67	
Total branches	...	...	115·00
TOTAL OPEN MILEAGE, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY PROPER	...	...	504·35
DOUBLE LINE—			
Colába to Marine lines	18-1-70	1·91	
Marine lines to Charni Road	19-6-69	0·71	
Charni Road to Grant Road	13-9-68	1·29	
Grant Road to Máhim	20-7-65	5·44	
Máhim to Bandra	23-2-66	1·07	
Bándra to Santa Cruz	23-5-66	1·83	
Santa Cruz to Andheri	29-8-67	2·71	
Andheri to Bháyndar	27-4-85	13·33	
Bháyndar to Virár	1-10-85	10·34	
Virár to Pálghar	1-12-97	19·28	
Pálghar to Dáhánu Road	17-1-98	20·37	
Dáhánu Road to Gholvad	20-4-00	6·68	
Gholvad to Daman Road	18-10-00	23·19	
Daman Road to Bulsár	29-1-02	16·44	
Bulsár to Sachin	21-4-02	32·90	
Sachin to Kankra Khari	4-7-87	6·36	
Kankra Khari to Surat	5-6-68	2·72	
Surat to Utran	9-10-67	2·19	
Utran to Sáyan	25-5-98	6·43	
Sáyan to Kim	1-10-98	6·33	
Kim to Anklesvar	11-12-99	16·16	
Broach to Miyágám	15-10-99	25·42	
Miyágám to Itola	15-9-97	7·82	
Itola to Baroda	7-6-95	10·77	
Bárejadi to Ahmedabad	2-6-27	10·21	
TOTAL DOUBLE LINE	...	251·90†	

* This is the date for the original 5′ 6″ gauge line. The date for the 3′ 3¾″ gauge line is 14th December 1902.

† Excluding 4·17 miles from Anklesvar to Nerbudda Block station constructed but not opened for traffic.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (q)}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41¼-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Pâtri branch.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pâtri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80 ; on the Pâtri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

Contracts—

The railway is worked under the following contracts :—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for the maintenance and working of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905 were worked by the late Guaranteed Company.

15th October 1908 (between the Secretary of State and the Company) relating to the raising of Capital by the issue of debentures or debenture stock.

The general conditions of the contracts are as follows :—

Government aid.—Government to pay interest at 3 per cent per annum on the share and stock capital of £2,000,000 of the new Company. All capital moneys required for the purposes of the Bombay, Baroda and Central India railway, and of the Rajputana-Malwa railway, so long as it shall form part of the undertaking, to be either provided by Government at such rate of interest as will from time to time be agreed upon or raised by the Company by the issue of further capital stock or of debentures or debenture stock on such terms as to interest as will be determined by Government.

Terms of purchase.—The line was purchased from the Bombay, Baroda and Central India Guaranteed Railway Company by the Secretary of State on the 31st December 1905, when all the contracts then subsisting between the Secretary of State and that Company were determined and the railway was worked temporarily with effect from the 1st January 1906, under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract which was executed on the 8th April 1907. The purchase price was fixed at the sum of £11,685,581 and the Secretary of State agreed to create and issue to the Company on the 31st December 1905 India 3 per cent stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000.

Method of raising capital.—Under the contract of 15th October 1908, the Secretary of State has agreed to authorize the Company to raise capital required from time to time by the issue of debentures or debenture stock.

Currency of contract.—The contract may be determined by either party on the 31st December 1930 or on the 31st December in any succeeding fifth year by giving to the other party in England twelve calendar months' notice in writing of this intention.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, *i.e.*, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, there will be deducted—

(*i*) the working expenses of the undertaking which may include any single item of capital expenditure classed as a 'New minor work' which is not to exceed the limits laid down for each line subject to a maximum charge on such account of Rs. 25,000 in any half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision ;

(*ii*) the amount by which the gross earnings of the subsidiary lines forming part of the undertaking exceed the sums payable to the Company in respect of the working of the subsidiary lines ;

(*iii*) rebate payable to the Tápti Valley, Ahmedabad-Parantij and Ahmedabad-Dholka railways ;

(*iv*) payment to the Secretary of State of a sum of Rs. 2,00,00,000 per annum ;

(*v*) payment to the Secretary of State of the interest payable on any capital stock or debenture stock created and issued after the 31st December 1905 in excess of £2,000,000 and interest on amounts provided by the Secretary of State for capital expenditure on the Bombay, Baroda and Central India and the Rajputana-Malwa railways after the 31st December 1905.

If the net earnings of the undertaking for any calendar year exceed the payments as detailed above for the same period, the surplus arising from such excess is to be applied in payment of surplus profits to the Company in the following proportions :—

One-tenth part of the total surplus, provided that if the $\frac{1}{10}$th part of the total surplus exceeds in any year ½ per cent on the average amount of the capital stock of the Company in existence during the year then the share of the Company in such surplus will be $\frac{1}{10}$th part of so much surplus as will be required to make the Company's $\frac{1}{10}$th share thereof ½ per cent on the

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2. (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*concld.*

Contracts—*concld.*

average amount of the capital stock and $\frac{1}{15}$th part of the residue of the surplus. The Secretary of State will be entitled to so much of the surplus as will not belong to the Company.

In the event of the Rajputana-Malwa railway ceasing to form part of the undertaking the amount to be paid to the Secretary of State under (*iv*) *ante* shall be reduced from Rs. 2,00,00,000 to Rs. 70,00,000 per annum.

Rates and fares.—The Secretary of State will from time to time authorize maxima and minima rates within which the Company will be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers or goods on the undertaking.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)*	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)		(4)	(5)	(6)	(7)		(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906 .	504·35	12,63,16,478	1,99,81,754	1,05,39,688	8·34	72,58,353	3,95,833	+28,85,502	809	47·27
1907 .	504·35	12,96,92,431	2,10,78,442	1,18,80,851	9·16	71,98,558	4,52,599	+42,29,694	852	43·48
1908 .	504·35	13,48,94,409	2,04,49,999	97,63,713	7·24	72,93,726	1,50,000	+23,19,987	780	52·25
1909 .	504·35	14,18,69,493	2,21,96,727	1,17,56,514	8·29	75,19,552	1,52,517	+40,84,445	844	46·89
1910 .	504·35	14,32,24,042	2,40,62,075	1,24,94,573	8·72	77,49,590	4,30,787	+43,14,196	917	48·07

N.B.—Statistics for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.

2 (*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Godhra to Limkhérá	16-1-93	25·09	
Limkhérá to Dóhad	7-3-94	19·55	
Dóhad to Rutlam	22-10-94	70·46	
Rutlam to Nágdá	11-5-96	26·04	
TOTAL	...	...	141·14

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.

Ballast.—The line is ballasted throughout with broken stone and gravel.

Fencing.—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jékót.

Contracts—

This is a State line and is maintained and worked as a part of the Rajputana-Malwa railway under the contracts and conditions embodied in the contract of the 8th April 1907 between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Statistics of working—

Included with the Rajputana-Malwa railway, 2 (*m*).

2 (*c*) Nagda-Muttra railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Nágdá to Morak	15-7-07	101·51	
Morak to Kotah City	26-2-08	35·12	
Kotah City to Kotah Junction	1-5-09	3·48	
Kotah Junction to Siwai Mádhopur	1-5-09	67·38	
Siwai Mádhopur to Gangapur City	1-6-09	39·00	
Gangapur City to Hindaun City	1-10-09	26·84	
Hindaun City to Muttra Junction	15-6-09	66·02	
TOTAL ...	...	...	339·35

* Includes State outlay on Patri branch, *viz.*, Rs. 8,08,405.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (c) Nagda-Muttra railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. and 90-lb. flat-footed steel rails and sâl, deodar and Australian wood sleepers.

Ballast.—Broken stone.

Fencing.—Most of the station yards only are fenced.

Curves.—The sharpest curve is of 1,275 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

This is a State line and is being worked by the Bombay, Baroda and Central India Railway Company, on the basis of actual charges incurred under the different abstracts, *plus* 5 per cent per annum on the capital value of the Company's rolling-stock lent to this railway. This arrangement is provisional and will hold good until the question of permanent working is settled.

Statistics of working—

Table I.								Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay including suspense to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Gain or loss to the State *pertaining to each calendar year.* (8)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1907 . .	101·00	2,76,57,016	70,180	7,610	0·03	8,09,524	—8,01,914	29	89·16
1908 . .	136·63	3,43,41,804	2,96,751	—37,397	...	10,64,042	—11,01,439	42	112·60
1909 . .	339 35	3,86,01,589	6,16,329	—28,699	...	12,73,908	—13,02,607	35	104·66
1910 . .	639·35	3,99,47,396	17,73,601	5,80,199	1·45	13,37,303	—7,57,104	100	67·29

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Nágdá to Ujjain	15-7-96	34·32	34·32

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts and agreement—

The line is owned by the Gwalior Durbar and worked under the following :—

Agreement of—15th July 1896 (between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to the charges for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Gwalior Durbar.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party expiring on the 30th June or 31st December in any year.

Terms of working—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Nágdá-Ujjain railway.

Rates and fares.—Conform generally to those in force on the Godhra-Rutlam-Nágdá railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Table I. Total capital outlay, including suspense to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Table I. Gross earnings. (4)	Table I. Net earnings. (5)	Table I. Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	34·32	22,31,982	1,12,366	67,208	3·01	63	40·19
1902	34·32	22,39,663	1,57,211	85,851	3·83	88	45·39
1903	34·32	22,41,231	1,20,951	62,949	2·81	68	47·95
1904	34·32	22,41,231	1,23,654	66,441	2·96	69	46·27
1905	34·32	22,40,441	1,71,435	99,907	4·46	96	41·72
1906	34·32	22,40,441	1,71,491	91,060	4·06	96	46·90
1907	34·32	22,40,441	1,99,985	1,06,620	4·76	112	46·69
1908	34·32	22,40,441	1,95,491	83,228	3·71	109	57·43
1909	34·32	22,40,441	2,50,437	1,21,895	5·44	140	51·33
1910	34·32	22,40,600	2,59,680	1,34,098	5·98	146	48·36

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Anand to Petlád	5-5-90	13·17	
Petlád to Tarapur	20-6-01	8·33	...
Total	...	...	21·50

Details of construction—

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on steel sleepers from Ānand to Petlád and on creosoted pine sleepers from Petlád to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Ānand and Petlád, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts and agreements—

The line is owned by the Baroda Durbar and worked under the following :—

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 5th May 1890 as to charges for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

Agreement of—3rd March 1909 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 5th May 1890.

16th May 1910 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 5th May 1890.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Baroda Durbar.

Currency of agreement.—
Power to determine agreement.— } Either party may determine the agreements on giving twelve calendar months' notice to the other.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Contracts and agreements—*concld.*

Terms of working.—For maintenance and working the Durbar is charged with the same percentage of gross earnings as may be incurred in the Engineering and other Departments for the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India Railway system, which may include cost of supervision, hire of rolling-stock and any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The cost of making good damages due to extraordinary casualty shall be borne by the Durbar and is chargeable against capital.

Rates and fares.—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.						Table II	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	21·50	11,86,331	93,233	51,769	4·36	102	44·47
1902	21·50	11,85,930	1,05,951	56,818	4·79	95	46·37
1903	21·50	11,48,092	98,451	50,289	4·38	88	48·92
1904	21·50	11,46,552	1,20,974	64,876	5·66	108	46·37
1905	21·50	11,31,273	1,40,463	81,966	7·25	126	41·65
1906	21·50	11,30,873	1,39,209	73,634	6·51	124	47·11
1907	21·50	11,30,869	1,66,978	88,288	7·81	149	47·13
1908	21·50	11,31,294	1,86,283	80,125	7·08	167	56·99
1909	21·50	11,31,692	1,88,042	90,705	8·01	168	51·76
1910	21·50	11,33,233	2,19,645	1,13,373	10·00	196	48·38

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Tarapur to Cambay	20-6-01	12·30	12·30

Details of construction—

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short length of 1 in 200 between Sayama and Cambay.

Contracts and agreements—

The line is owned by the Cambay Durbar and worked under the following :—

Agreement of—17th May 1902 (between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to charges for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

Agreement of—17th October 1908 (between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 17th May 1902.

10th May 1910 (between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 17th May 1902.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Contracts and agreements—*concld.*

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Cambay Durbar.

Currency of agreement.— } Either party can determine the agreement on giving 12 calendar months' notice to the other.

Power to determine agreement.— }

Terms of working.—The same as in the case of Petlad-Cambay (Ánand-Tarapur) railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Cambay Durbar, and as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	10·92	7,49,676	12,011	5,950	0·79	40	50·46
1902	10·92	7,49,676	25,497	13,622	1·82	45	46·58
1903	10·92	7,49,676	25,151	12,803	1·71	44	49·10
1904	10·92	7,68,728	32,199	17,276	2·25	57	46·35
1905	10·92	8,06,482	33,638	19,603	2·43	59	41·72
1906	12·30	8,11,255	34,531	18,265	2·25	54	47·11
1907	12·30	8,10,876	42,318	22,355	2·76	66	47·17
1908	12·30	8,10,876	44,098	18,932	2·33	69	57·07
1909	12·30	8,50,220	43,431	20,982	2·47	68	51·69
1910	12·30	8,57,150	51,709	26,668	3·11	81	48·43

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Kankra Khari to Vyára	1-12-98	35·59	
Vyára to Chinchpáda	10-7-99	36·55	
Chinchpáda to Nandurbár	8-10-99	25·20	
Nandurbár to Dondaiche	11-11-99	21·44	
Dondaiche to Nardána	25-11-99	19·78	
Nardána to Amalner	15-3-00	16·92	
Total	...	...	155·48

Details of construction—

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Only station yards and important level crossings are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

The line is owned by the Tápti Valley Railway Company and is worked under the following contracts :—

Contracts of—28th August 1896 (between the Secretary of State and the Tápti Valley Railway Company). 30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company). } For construction, maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) 16th January 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company). } Modifying the contract of 30th October 1896 as to the charges for working.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Contracts—*concld.*

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company).
26th August 1907 (between the Secretary of State and the Tápti Valley Railway Company). } For continuance of working.

10th July 1908 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company).
12th November 1908 (between the Secretary of State and the Tápti Valley Railway Company). } As to the payment of increased rebate.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent which, with effect from 1st July 1908, has been increased to 45 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tápti Valley railway, so as to make up an amount together with the net earnings of the railway equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure, *plus* a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company nor be less than such capital expenditure; or Government may determine them on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—The general working expenses of the system, excluding the 2′ 6″ gauge lines, are divided in proportion to the gross earnings of the component parts, the Tápti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), which is not to exceed 44 per cent of its gross earnings for the year. The residue of the gross earnings is payable to the Tápti Valley Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India Railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1898	35·91	82,70,413	2,836	...	...	...	...	...	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.	18	48·70
1899	138·88	1,21,09,133	2,42,593	...	...	...	...	...		73	47·40
1900	155·45	1,28,31,291	6,68,475	...	...	...	...	...		85	47·68
1901	155·48	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90		74	43·01
1902	155·48	1,29,70,581	8,26,485	4,63,242	3·57	45,196	5,08,438	3·92		102	43·95
1903	155·48	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03		107	44·00
1904	155·48	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04		81	44·00
1905	155·48	1,30,83,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51		125	41·96
1906	155·48	1,30,82,853	11,34,712	6,35,460	4·86	...	6,35,460	4·86		140	44·00
1907	155·48	1,30,97,237	10,34,612	5,79,383	4·42	...	5,79,383	4·42		128	44·00
1908	155·48	1,30,90,929	9,98,927	5,59,399	4·27	...	5,59,399	4·27		124	44·00
1909	155·48	1,31,10,300	11,06,564	6,19,676	4·73	...	6,19,676	4·73		137	44·00
1910	155·48	1,31,20,549	11,85,910	6,64,110	5·06	...	6,64,110	5·06		147	44·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Sábarmati to Bavla	23-2-03	24·75	
Bavla to Dholka	1-4-03	8·79	
Total	...	...	33·54

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

The railway is worked under the following contracts :—

Contracts of—1st February 1901	(between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to charges for working.	For construction, maintenance and working.
25th March 1902	(between the Secretary of State and the Ahmedabad-Dholka Railway Company).	
18th July 1902	(between the Secretary of State and the Bombay, Baroda and Central India Railway Company)	
17th September 1902	(between the Secretary of State and the Ahmedabad-Dholka Railway Company) modifying the contract of 25th March 1902 as to the issue and allotment to the Secretary of State of a certain number of fully paid up shares in the capital of the Company.	
8th April 1907	(between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.	
10th July 1908	(between the Secretary of State and the Bombay, Baroda and Central India Railway Company).	As to the payment of increased rebate.
12th November 1908	(between the Secretary of State and the Ahmedabad-Dholka Railway Company).	

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent which, with effect from 1st July 1908, has been increased to 45 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount together with net earnings of the railway equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or on the 30th June in the last year of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—Same as in the case of the Tápti Valley railway.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maxima and minima rates and fares in force on the Rajputana-Malwa railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	33·50	10,02,172	64,261	35,986	3·59	...	35,986	3·59	45	44·00
1904	33·50	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905	33·50	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906	33·50	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907	33·50	11,11,330	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00
1908	33·50	10,91,212	1,28,206	71,795	6·58	...	71,795	6·58	74	44·00
1909	33·54	11,05,286	1,20,149	67,283	6·09	...	67,283	6·09	69	44·00
1910	33·54	11,10,937	1,29,669	72,615	6·54	...	72,615	6·54	74	44·00

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Ahmedabad to Talod	1-5-97	32·82	
Talod to Paráńtij	2-7-97	7·83	
Paráńtij to Idar Road	23-10-97	14·05	
Total open mileage	...	...	54·70
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Brahmakhed extension—			
Idar Road to Brahmakhed (sanctioned on 14th May 1909)	...	33·91	33·91
GRAND TOTAL	...	...	88·61

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

The Ahmedabad-Paráńtij railway is worked under the following contracts:—

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Paráńtij Railway Company).
4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company). — For construction, maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda, and Central India Railway Company).
29th January 1902 (between the Secretary of State and the Ahmedabad-Paráńtij Railway Company). — Modifying the contract of 13th March 1896 as to the charges for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company).
17th September 1907 (between the Secretary of State and the Ahmedabad-Paráńtij Railway Company). — For continuance of working and as to charges for working.

2nd October 1908 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company).
24th November 1910 (between the Secretary of State and the Ahmedabad-Paráńtij Railway Company). — For working the Brahmakhed extension and as to the modification of terms for working the main line including the extension.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Paráńtij railway so as to make up an amount, together with the net earnings of the railway, equal to interest for the year at the rate of 4 per cent per annum at present and 5 per cent after the opening of the Brahmakhed extension, on the actual capital expenditure, *plus* Rs. 5,000 per annum at present, and Rs. 6,000 per annum after the opening of the Brahmakhed extension, towards the Company's office expenses and expenses of management. Land in British territory is provided free.

APPENDIX 9—*contd.*

History of railways constructed and in progress.
[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Contracts—*concld.*

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1930 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure; or Government may determine them on the 31st December 1946 paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—Same as in the case of the Tápti Valley railway.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897	54·59	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898	54·59	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899	54·70	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900	54·70	19,55,305	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901	54·70	19,49,355	1,77,438	99,365	5·10	...	99,365	5·10	62	44·00
1902	54·70	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	44·00
1903	54·70	19,88,869	1,50,112	84,063	4·23	...	84,063	4·23	53	44·00
1904	54·70	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905	54·70	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906	54·70	19,98,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907	54·70	20,08,966	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00
1908	54·70	20,26,012	2,95,664	1,65,572	8·17	...	1,65,572	8·17	104	44·00
1909	54·70	20,32,797	3,04,884	1,70,735	8·40	...	1,70,735	8·40	107	44·00
1910	54·70	28,71,739	3,21,710	1,80,158	6·27	...	1,80,158	6·27	113	44·00

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Mehsána to Vadnagar	21-3-87	20·73	
Vadnagar to Kherálu	12-12-88	7·00	
Viramgám to Mehsána	1-2-91	40·21	
Mehsána to Pátan	20-7-91	24·69	
Manund Road to Harij	23-10-08	20·95	
Chanasma to Bechraji		16·63	
Kherálu to Taranga Hill	20-8-09	7·79	
TOTAL	...	...	138·00

Details of construction—

Permanent-way.—Except from mile 3 to mile 24·69 of the Mehsána-Pátan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41¼-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

Ballast.—The line between Mehsána and Kherálu is ballasted with sand, between Kherálu and Taranga Hill with stone, between Manund Road and Harij and between Chanasma and Bechraji, with lime stone and the rest with kunkur.

Fencing.—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and of the other three sections 41¼ miles are fenced by wire, and the rest with cactus, but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient on the Kherálu, Viramgám and Pátan sections is 1 in 150, on the Harij section 1 in 200 and on the Bechraji section, 1 in 366.

Contracts and agreements—

The railway is the property of the Baroda Durbar and is worked under the following:—

Agreement of—17th June 1893 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—*concld.*

Contracts and agreements—*concld.*

Agreements of—16th February 1909 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 17th June 1893.

15th December 1909 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working the Manund Road-Harij and Chanasma-Bechraji lines from the 23rd October 1908 to the 22nd October 1910, inclusive.

16th May 1910 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for maintenance and working of the lines of railway, Mehsana to Kheralu, Mehsana to Viramgam and Mehsana to Patan.

17th May 1910 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for maintenance and working of the Kheralu-Varetha (Taranga Hill) extension.

3rd December 1910 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for the maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines as from the 23rd October 1910.

The general conditions are the same as on the Petlád-Cambay railway (Ānand-Tarapur section), 2 (*e*), except as follows :—

Terms of working.—For maintenance and working the Durbar is to be charged the same percentage of gross earnings as may be incurred in the Engineering and other departments for the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India Railway system, and these charges are to include supervision and use of rolling-stock and also expenditure on " New minor works " costing Rs. 2,000 or less each, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway, except that on the Manund Road-Harij and Chanasma-Bechraji lines the maximum charge is limited to Rs. 20 per mile of open line per half-year. The cost of making good damages due to extraordinary casualty is to be charged separately to the Durbar. These terms had effect up to and including the 22nd October 1910.

For maintenance and working the Durbar is to be charged the same percentage of gross earnings as may be incurred in the Engineering and other departments for the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India Railway system, and these charges are to include supervision and use of rolling-stock and also expenditure on " New minor works " costing Rs. 2,000 or less each, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The cost of making good damages due to extraordinary casualty is to be charged separately to the Durbar. These terms have effect on and from the 23rd October 1910.

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	TABLE II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	92·63	33,48,911	3,92,227	2,15,111	6·42	81	45·16
1902	92·63	33,75,531	3,74,515	1,98,977	5·89	78	46·87
1903	92·63	33,78,132	3,47,083	1,77,466	5·25	72	48·87
1904	92·63	33,95,678	3,82,249	2,04,906	6·06	79	46·39
1905	92·63	34,36,885	4,52,184	2,62,904	7·65	94	41·86
1906	92·63	42,78,388	4,20,777	2,24,124	5·25	87	46·74
1907	92·63	50,55,731	4,34,903	2,30,317	4·56	90	47·04
1908	130·21	52,16,404	4,55,749	1,93,036	3·70	88	57·64
1909	138·01	53,43,871	5,57,732	2,56,206	4·79	78	54·06
1910	138·00	55,89,610	6,30,415	3,13,759	5·61	88	50·23

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Sánganer to Nawai	10-11-05	32·18	
Nawai to Siwai-Mádhopur	17-10-07	40·66	
TOTAL	...	...	72·84

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Gradients.—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

Agreement—

The railway is owned by the Jaipur Durbar and worked under the following:—

Agreement of—11th September 1906 (between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company) for working.

Railway Board's letter No. 1310 R.T. of 30th October 1907, as to the payment of rebate.

The general conditions are as follows:—

Government aid.—Out of the Government share of the net earnings of the Rajputana-Malwa railway, a rebate is allowed up to 10 per cent of the net earnings of the main line from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent per annum on the capital expenditure incurred.

Currency of agreement.—The agreement remains current for 2 years from the 17th October 1907, after which period it shall be deemed to continue in force until either party terminates it on giving 12 calendar months' notice expiring on the 30th June or 31st December of any year.

Terms of working.—The railway is debited with a share of the working expenses of the entire Bombay, Baroda and Central India railway system (which may include any single item of capital expenditure not exceeding Rs. 2,000 subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on that system) in proportion to the total earnings of the Jaipur railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, as far as possible, to conform to those generally in force on the Rajputana-Malwa railway.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·18	13,20,421	12,299	6,779	0·51	52	44·88
1906	32·18	14,77,188	68,943	36,617	2·48	41	46·89
1907	72·84	23,42,013	97,734	49,708	2·12	46	49·14
1908	72·84	24,01,041	1,16,415	49,648	2·07	31	57·35
1909	72·84	24,02,410	1,44,902	68,820	2·86	38	52·51
1910	72·84	24,03,971	2,14,761	1,10,290	4·59	57	48·65

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Pálanpur to Deesa	8-11-93	17·28	17·28

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of the line which are laid with 41¼-lb. steel rails. The rails are laid on Denham-Olphert's plate, cast iron pot, and steel dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contract—

The railway is worked as a part of the Rajputana-Malwa railway under the following:—

Terms contained in Despatch No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and Despatch No. 62 Ry., dated the 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows:—

Government aid.—The line is owned jointly by Government and the Pálanpur Durbar. Land was provided free by the Pálanpur Durbar.

Currency of contract.—
Power of Company to surrender contract.
} —See Bombay, Baroda and Central India railway proper 2 (*a*).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Contracts—*concld.*

Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Pálanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Pálanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs. 25,117, the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

Rates and fares.—Same as on the Rajputana-Malwa railway.

Statistics of working—

Table I.											Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (3) and (4).		Interest on Government capital.	Gain or loss to Government *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
		Contributed by the Pálanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1893	17·28	1,85,000	1,78,953	4,436	1,335	1,110	0·72	0·62	5,371	—4,261	33	44·88
1894	17·28	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,998	43	38·35
1895	17·28	1,85,000	2,15,374	38,182	11,333	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	17·28	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·48	9,149	+5,923	57	43·49
1897	17·28	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	48	46·55
1898	17·28	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,331	+2,297	43	42·51
1899	17·28	1,85,000	2,33,264	44,628	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	17·28	1,85,000	2,33,264	47,669	12,636	14,218	6·83	6·10	9,330	+4,888	53	43·67
1901	17·28	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	17·28	1,85,000	2,36,786	33,690	8,329	9,521	4·50	4·02	9,408	+113	37	47·01
1903	17·28	1,85,000	2,37,069	29,734	7,141	8,181	3·86	3·45	9,432	—1,251	33	48·47
1904	17·28	1,85,000	2,37,069	29,185	7,280	8,340	3·94	3·52	9,474	—1,134	32	46·48
1905	17·28	1,85,000	2,37,069	35,178	9,469	10,848	5·12	4·58	9,472	+1,376	39	42·25
1906	17·28	1,85,000	2,39,155	40,154	9,862	11,376	5·33	4·76	9,531	+1,845	45	47·11
1907	17·28	1,85,000	2,39,155	42,061	10,266	11,878	5·55	4·97	7,223	+4,655	47	47·35
1908	17·28	1,85,000	2,47,156	45,680	9,097	10,728	4·92	4·34	8,213	+2,515	51	56·60
1909	17·28	1,85,000	2,45,700	53,323	11,757	14,034	6·36	5·71	8,259	+5,775	59	51·63
1910	17·28	1,85,000	2,45,700	58,152	13,663	16,291	7·39	6·63	8,216	+8,075	65	48·49

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Scindia of Gwalior lent the British Government seventy-five lakhs of rupees at 4 per cent per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
RAJPUTANA SECTION—			
		Miles.	Miles.
Main line—			
Delhi to Rewári	14-2-73	51·21	
Rewári to Alwar	15-9-74	46·10	
Alwar to Bandikui	7-12-74	37·51	
Bandikui to Dausa	20-4-74	17·84	
Dausa to Jaipur	12-10-74	38·14	
Jaipur to Phulera	1-8-75	34·20	
Phulera to Ajmer	1-8-75	49·92	
Ajmer to Beáwar	15-5-78	32·41	
Beáwar to Haripúr	12-8-79	20·85	
Haripúr to Sojat Road	20-10-80	20·54	
Sojat Road to Pálanpur	1-1-81	148·44	
Pálanpur to Ahmedabad	15-11-79	82·36	
New zero of Ahmedabad-Dholka railway to facing point on main line of Sabarmati	12-2-08	0·66	
Total main line, Rajputana section, carried over ...	...	580·18	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward	...	580·18	
Branches on Rajputana section—			
Farukhnagar Salt branch	14-2-73	7·64	
Agra branch—			
Bandikui to Bharatpur	20-4-74	60·28	
Bharatpur to Agra Fort	11-8-73	33·24	
Agra Fort to Jumna, East Bank (Agra)	1-1-76	1·50	
		95·02	
Sámbhar Lake Salt branch	1-3-75	4·50	
Japog extension	Oct 76	4·50	
Extension of Sambhar branch to Jhowra	20-12-79	17·00	
Kankaroola siding	15 2-81	1·25	
Additional salt sidings in the Sambhar lake	1-9-91	6·18	
(5′ 6″ *gauge*) Jumna, East Bank (Agra) to Idgah (Agra)	1-1-76	3·07*	
Total branches	...	139 16	
TOTAL RAJPUTANA SECTION	...	...	719·34
MALWA SECTION—			
Main line—			
Khandwa to Sanáwad	1-2-74	34·25	
Sanáwad to Mortakka	1-4-74	3·50	
Mortakka to Choral	20-1-75	20·50	
Choral to Mhow	1-1-78	15·69	
Mhow to Indore	3-8-78	13·00	
Indore to Fatehabad Junction	3-8-76	25·23	
Fatehabad Junction to Rutlam	11-7-78	48·75	
Rutlam to Jaora	25-2-80	20·50	
Jaora to Mand-aur	8-4-80	31·75	
Mandsaur to Neemuch	2-7-80	30 25	
Neemuch to Nimbahera	10-3-81	16·40	
Nimbahera to Chitorgarh	19-3-81	17·65	
Chitorgarh to Nasirabad	1-12-81	100·65	
Nasirabad to Ajmer	14-2-76	14·15	
Total main line, Malwa section	...	392·27	
Branch on Malwa section—			
Ujjain *branch—*			
Fatehabad to Ujjain	3-8-76	12·00	
Ujjain branch extension across the Sipra river to Ujjain city	1-3-84	2·88†	
Total branch	...	14·88	
TOTAL MALWA SECTION	...	...	407·15
CAWNPORE-ACHNERA SECTION—			
Main line—			
Cawnpore Mill Line	April 1909	2·34	
Cawnpore to Kanauj	15-12-80	49·20	
Kanauj to Farukhabad	1-3-81	36·71	
Farukhabad to Kásganj	14-4-84	66·78	
Kásganj to Háthras Road	1-7-84	34·04	
Háthras Road to Muttra Cantonment	19-10-75	29 11	
Jumna bridge	1-7-84	1·00	
Muttra Cantonment to Achnera	7-11-81	22·95	
Muttra Cantonment to Muttra Junction	11-11-07	2·32	
Total main line, Cawnpore-Achnera section	...	244·45	
Branches on Cawnpore-Achnera section—			
Brahmavart branch	10-11-85	4·78	
Brindaban branch	26-8-89	7·25	
Total branches	...	12·03	
TOTAL CAWNPORE-ACHNERA SECTION	...	...	256·48
REWÁRI-BHÁTINDA-FÁZILKA SECTION—			
Main line—			
Rewári to Hissar	20-3-83	88·20	
Hissar to Sirsa	1-1-84	50·75	
Sirsa to Kot Kapúra	1-10-84	‡73·24	
Kot Kapura to Fázilka	1-1-85	50·26	
TOTAL REWÁRI-BHÁTINDA-FÁZILKA SECTION	...	...	262·45
Rewári-Phulera Chord—			
Rewári to Narnaul	11-12-04	32·55	
Narnaul to Phulera	15-5-05	100·53	
Total Rewári-Phulera Chord	...	...	133·08
TOTAL, RAJPUTANA-MALWA RAILWAY PROPER	...	...	1,778·50
DOUBLE LINE, RAJPUTANA SECTION—			
Agra Fort to Idgah Junction (Agra)	11-8-73	1·14	
At Delhi	25-12-02	1·78	
Total double line	...	2·92	

* Of this, the length on the Jumna bridge is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
† Includes 2·10 miles, 5′ 6″ gauge, from Sipra Junction to station, opened in 1899.
‡ Of this 26·28 miles, between Bhátinda and Kot Kapúra, are of mixed (5′ 6″ and 3′ 3⅜″) gauge.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewári-Fázilka section has 41¼-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *viâ* the Rewári-Phulera Chord, 483·46 miles; Rewari-Bandikui-Phulera loop, 173·76 miles, and branches, 94·61 miles; (2) Malwa section, main line, Khandwa to Ajmer, 97·85 miles, and branch 2·17 miles; (3) Cawnpore-Achnera section, main line, 148·38 miles and Brindaban branch, 3·71 miles; and (4) Rewári-Fázilka section, 114·23 miles including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the Malwa section between Khandwa and Kálakhund where it is 1 in 100 and between Kálakhund and Pátal Páni where it is 1 in 40.

Contract—

The Rajputana-Malwa and Godhra-Rutlam-Nagda railways are worked together as one undertaking under the following contract:—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

For general conditions, see Bombay, Baroda and Central India railway proper, 2 (*a*).

Statistics of working—

	TABLE I.	TABLE II.

INCLUDES THE GODHRA-RUTLAM-NAGDA RAILWAY, 2 (*b*).

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906 . .	1,915·50	16,65,57,367	2,80,04,905	1,47,43,530	8·35	65,99,940	...	+81,43,590	281	47·35
1907 . .	1,919·20	16,85,93,587	2,87,22,171	1,43,93,902	8·54	53,09,963	...	+90,83,939	288	49·89
1908 . .	1,918·54	17,64,83,727	2,47,43,850	94,10,603	5·33	60,67,222	...	+33,43,381	249	61·97
1909 . .	1,919·72	18,04,84,544	2,51,98,999	1,08,98,636	6·04	61,19,498	...	+47,79,138	252	56·75
1910 . .	1,919·64	18,18,63,774	2,85,10,644	1,44,84,804	7·96	61,72,944	...	+83,11,860	286	49·20

N. B.—Statistics for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.

2 (*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
OPEN—		Miles.	Miles.
Vijapur to Kálol	10-6-02	29·44	
Kálol to Kadi	13-7-03	11·93	
Total open mileage .	...	...	41·37
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Kadi to Dewusna (sanctioned on 26th July 1910)	...	5·79	5·79
GRAND TOTAL .	...	...	47·16

Details of construction—

Permanent-way.—16 miles are laid with 41¼-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and shingle.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kálol section are fenced.

Curves.—The sharpest curve is of 3,820 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—*concld.*

Contracts and agreements—

The railway is the property of the Baroda Durbar and is worked under the following:—

Agreement of—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

Agreements of—3rd March 1909 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 23rd November 1903.

16th May 1910 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for maintenance and working and modifying the agreement of 23rd November 1903.

The general conditions are the same as in the case of Petlad-Cambay (Ánand-Tarapur) railway, 2 (*e*), except that the charge for "new minor works" on this railway is not to exceed Rs. 2,000.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	29·44	10,47,188	19,514	9,227	0·88	23	52·72
1903	41·37	11,84,246	56,916	28,782	2·43	31	49·43
1904	41·37	13,35,402	74,572	40,083	3·00	35	46·25
1905	41·37	13,19,586	87,131	50,496	3·83	40	42·05
1906	41·37	13,24,825	95,660	50,648	3·82	44	47·05
1907	41·37	13,05,631	1,14,340	60,246	4·61	53	47·31
1908	41·37	13,12,860	1,20,643	51,999	3·96	56	56·90
1909	41·37	13,08,338	1,17,211	56,498	4·32	54	51·80
1910	41·37	13,29,176	1,32,202	68,019	5·12	61	48·55

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Miyágám to Dabhoi	8-4-73	20·00	
Dabhoi to Chándod	15-4-79	10·62	
Dabhoi to Sankheda Bahadarpur	17-9-79	9·64	
Dabhoi to Goya Gate	1-7-80	17·00	
Goya Gate to Vishvámitri	24-1-81	1·63	
Sankheda Bahadarpur to Bodeli	16-6-90	12·77	
Vishvámitri to Pádra	1-7-97	7·14	
Pádra to Mobha	10-7-03	9·20	
Mobha to Masor Road	1-11-04	6·48	
TOTAL OPEN MILEAGE	...	...	94·48
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Sankheda Bahadarpur to Bhatpur (sanctioned on 5th January 1909)	...	12·50	
Ghantoli to Songir (sanctioned on 5th January 1909)	...	2·25	
Miyágám to Sinor (sanctioned on 22nd January 1909)	...	20·02	
Dabhoi to Jarod (sanctioned on 17th January 1910)	...	24·78	
Sinor to Malsar (sanctioned on 4th October 1910)	...	4·65	
TOTAL UNDER CONSTRUCTION OR SANCTIONED	...	...	64·20
GRAND TOTAL	...	...	158·68

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road.

Ballast.—The line is ballasted chiefly with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$, **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—*concld.*

Contract and agreement—

The line is owned by the Baroda Durbar and worked under the following—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Baroda Durbar.

Currency of agreement.—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December in any year.

Terms of working.—The Company work the railway at actual cost, *plus* 12½ per cent of total working expenses (but not less than Rs. 500 per mensem nor more than an average of Rs. 800 per mensem in the half-year) for superintendence up to 30th June 1910 after which date the charge for supervision has been altered to 10 per cent of total working expenses with a minimum of Rs. 500 per mensem in the half-year. This railway is also debited from the 1st January 1910 with a contribution to the Provident Fund from its net earnings calculated at the same basis as obtains on the Bombay, Baroda and Central India railway.

Rates and fares.—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and, as far as possible, must conform generally to those in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1901	78·80	21,14,302	2,53,936	73,427	3·47		62	71·08
1902	78·80	22,53,598	2,22,573	76,367	3·39		54	65·69
1903	88·00	23,60,528	2,60,550	7,467	0·32	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.	60	97·13
1904	94·49	24,64,882	2,98,906	1,26,426	5·13		65	57·70
1905	94·49	24,72,909	3,72,467	2,04,004	8·25		76	45·23
1906	94·48	24,75,537	3,94,817	1,78,665	7·22		80	54·75
1907	94·48	25,62,795	4,69,515	2,62,120	10·23		95	44·17
1908	94·48	25,94,874	4,66,069	2,44,526	9·42		95	47·53
1909	94·48	25,99,530	4,98,182	2,81,813	10·84		101	43·43
1910	94·48	31,41,668	5,95,304	3,46,177	11·01		121	41·85

N. B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

2 (*p*) Rajpipla railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
nklesvar to Raj-Pardi	1-7-97	19·03	
aj-Pardi to Umalla	19-1-99	4·95	
malla to Amletha	1-6-99	7·85	
mletha to Nándod	20-7-99	5·54	
Total	...	...	37·37

etails of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted chiefly with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

ontract and agreements—

The line is owned by the Rajpipla Durbar and is worked under the following :—

Agreement of—19th March 1900 (between the Rajpipla Durbar and the Bombay, Baroda and Central India Railway Company).

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

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APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*concld.*

2 (*p*) Rajpipla railway (2′ 6″ gauge)—*concld.*

Contract and agreements—*concld.*

Agreement of—9th August 1909 (between the Rajpipla Durbar and the Bombay, Baroda and Central India Railway Company) modifying the agreement of 19th March 1900.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Rajpipla Durbar.

Currency of agreement.—The agreement may be terminated by either party at the end of any calendar half-year on one year's notice from either side.

Terms of working.—The Rajpipla Durbar is debited with the actual cost of working; and in addition a contribution to the Provident Fund from the net earnings of the Rajpipla railway, calculated on the same basis as obtains on the Bombay, Baroda and Central India railway under rules 6, 7 and 8 of the Provident Fund rules of the latter railway; and 12½ per cent on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Rajpipla Durbar and to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	37·37	13,06,822	47,182	10,487	0·80	24	77·77
1902	37·37	13,05,415	38,726	10,131	0·78	20	73·84
1903	37·37	13,04,281	44,830	10,674	0·82	23	76·19
1904	37·37	13,04,522	49,207	16,890	1·29	25	65·68
1905	37·37	13,04,522	62,017	28,194	2·16	32	54·54
1906	37·37	13,04,867	67,137	32,526	2·49	35	51·55
1907	37·37	13,51,350	80,183	42,829	3·17	41	46·59
1908	37·37	13,53,352	81,269	27,482	2·03	42	66·18
1909	37·37	13,61,118	83,439	28,888	2·12	43	65·38
1910	37·37	13,64,149	1,02,324	41,189	3·02	53	59·75

N. B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

2 (*q*) Kosamba-Zankavav railway (2′ 6″ gauge)—

The line will be 26·12 miles long. Its construction by the Bombay, Baroda and Central India Railway Company from funds provided by the Gaekwar of Baroda was sanctioned in 1907.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Kósambá to Zankavav (sanctioned on 18th October 1907)	...	26·12	26·12

CALCUTTA PORT COMMISSIONERS' RAILWAY (5′ 6″ gauge)—

The Calcutta Port Commissioners' railway was constructed by the Port Commissioners out of Port Trust Funds and is worked by them. It extends from Cossipore Gun Foundry Road to Kidderpore Docks, Chetla; and from Telkul Ghât *viâ* Bhurpara Khal to Shalimar on the Howrah Foreshore. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 37,292 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred to the Commissioners by Government. The railway serves the godowns, warehouses, jetties, workshops, jute, sugar, tea, rice and grain depôts, timber yards, mills and coal depôts and is used for goods traffic only. The railway is of a single track, but there are a large number of sidings for crossing trains and loading goods.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

CALCUTTA PORT COMMISSIONERS' RAILWAY (5′ 6″ gauge)—*concld.*

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
Bagh Bazar to Cossipore	1-6-78	1·14	
Bagh Bazar to Meerbohur Ghât	1-11-75	1·76	
Meerbohur Ghât to Jetties	1-6-78	0·84	
Jetties to Chandpal Ghât	1-12-80	0·32	
Chandpal Ghât to Kidderpore Docks (Graving Dock)	1-1-87	2·16	
Graving Dock to Chetla	1893	3·20	
Graving Dock to Majherat	1893	2·34	
Dock Junction to B. N. Railway Junction	1901	1·35	
Total main line	...	...	13·11
Shalimar branch—			
Telkul Ghât *vid* Bhurpara Khal to Shalimar	31-12-1901	...	2·23
TOTAL OPEN MILEAGE	...	...	15·34

Details of construction—

Permanent-way.—The Cossipore-Chandpal Ghât section is laid partly with iron and partly with steel rails weighing 60 nd 75 lbs. to the yard on Maclellan's patent sleepers and sâl sleepers. The Chandpal Ghât-Kidderpore Dock section is laid artly with new rails on Maclellan's embossed and partly with East Indian railway second-hand material on transverse vooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron ordinary chairs spiked on âl sleepers. The Dock section is laid with 60-lb. and 75-lb. flanged and double-headed rails laid on wooden sleepers.

Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in ome places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with ballast. On the Shalimar ranch, packing is done with 1st class *jhama* ballast.

Fencing.—The line is fenced throughout. The Chandpal Ghât-Kidderpore Dock section is fenced on both sides.

Curves.—The radius of the sharpest curve is 250 feet.

Gradients.—The ruling gradient is 1 in 300.

ontract.—

Nil. The line is owned and worked by the Port Commissioners.

tatistics of working.—

Not available.

lumber $\frac{\text{Main head 3}}{\text{Sub-heads (}a\text{) to (}d\text{)}}$ **EASTERN BENGAL STATE RAILWAY SYSTEM—**

ines comprised in the system.—The Eastern Bengal State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Eastern Bengal State railway (5′ 6″ gauge)	511·43	16·66	528·09
(*b*) Eastern Bengal State railway (3′ 3⅜″ gauge)	961·06	52·12	1,013·18
(*b*) Eastern Bengal State railway (2′ 6″ gauge)	35·24	...	35·24
(*c*) Cooch Behar railway (3′ 3⅜″ gauge)	33·27	...	33·27
(*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)	55·51	...	55·51
Total	1,596·51	68·78	1,665·29

unning powers—

Foreign line over home line :—

			Miles.
East Indian railway	Naihati to Majherat, including Kakurgachi Chord	for goods trains only	33·25
	Canal Junction to Chitpore		1·75
			35·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal State railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
EASTERN SECTION—		Miles.	Miles.
Main line—			
Calcutta to Ranaghat	29-9-62	45·25	
Ranaghat to Jagati Junction	15-11-62	61·83	
Jagati Junction to 145th mile	1-1-71	37·88	
Total main line	...	144·96	
Branches—			
Jagati Junction to river Ganges (*Kushtia branch*)	16-2-64	3·77	
Kushtia loop line	1-8-81	1·17	
Canal Junction to Chitpore (*Chitpore branch*)	25-8-73	1·88	
Portion in Chitpore yard for goods traffic	13-4-88	0·12	
Mile 145 to Pachooria Junction	1-4-90	3·16	
Pachooria Junction to new Goalundo	22-10-98	6·38	
Pachooria Junction to Shivarampore	20-10-98	8·77	
Shivarampore to Faridpur	9-4-99	7·43	
Durgapur Ghat Line	1-7-07	4·51	
Churni Extension	1-1-02	1·50	
Extensions to Chitpore Terminus (Belgachhi bridge to Cossipore)	1-3-03	0·68	
	1-9-03	0·98	
Pattipooker to Chitpore connection	4-12-10	1·17	
Kakurgachi Chord—			
Kakurgachi Road to Gobra	1-2-07	2·26	
Poradaha branch—			
Poradaha to Bhairamara	19-1-78	11·79	
Bhairamara to Golabnuggur (Damukdia)	8-12-83	7·41	
Extension of Damukdia Ghat line to Raita	9-11-10	5·20	
Golbathan Extension	1-1-02	2·28	
Murshidabad branch—			
Ranaghat to Bhagwangola	1-9-05	88·85	
Bhagwangola to Krishnapur	10-11-05	5·90	
Krishnapur to Lalgola Ghat	15-7-07	2·75	
Total branches	...	167·96	
TOTAL, EASTERN SECTION	...	...	312·92
SOUTHERN SECTION—			
Main line—			
Calcutta (Beliaghata) to Sonarpur	2-1-62	10·00	
Sonarpur to Baruipur	10-6-82	5·30	
Baruipur to Magra Hat	18-12-82	9·55	
Magra Hat to Diamond Harbour	25-4-83	12·69	
Diamond Harbour towards Hara Fort	25-4-83	0·42	
Junction with Eastern section	15-8-85	0·41	
Branches— Total main line	...	38·37	
Canning branch—			
Sonarpur to Champahati	2-1-62	5·00	
Champahati to Port Canning	15-5-63	12·79	
Bansra diversion extension	17-11-02	1·00	
Total	...	18·79	
Budge-Budge branch—			
Ballygunge to Budge-Budge	1-5-90	13·66	
Total branches	...	32·45	
TOTAL, SOUTHERN SECTION	...	...	70·82
Total, carried over	...	...	383·74

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal State railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
	...	Miles. ...	Miles. 383·74
Brought forward . . .			
CENTRAL SECTION—			
Main line—			
Dum-Dum Junction to Dattapukur	2-4-83	14·25	
Dattapukur to Gobardanga	7-12-83	17·00	
Gobardanga to Bongong	22-4-84	12·00	
Bongong to Khoolna	16-2-84	61·26	
Total main line	...	104·51	
Branches—			
Ranaghat to Bongong	16-10-82	20·50	
Dum-Dum Cantonment to Pattipooker	1-8-04	2·68	
Total branches	...	23·18	
Total, Central section	...	...	127·69
TOTAL EASTERN BENGAL STATE RAILWAY, 5′ 6″ GAUGE	...	...	511·43
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCION—			
Lower Ganges bridge—Bhairamara to Junction with Eastern Bengal State Railway near Gopalpur (sanctioned on 10th December 1908)	...	13·82	
Dum Dum Junction to Canal Junction (sanctioned on 30th June 1910)	...	2·84	16·66
GRAND TOTAL	...	...	528 09
DOUBLE LINE EASTERN AND SOUTHERN SECTIONS—			
Calcutta to Naihati	1-8-86 21-3-87	*20·10 0·26	
Naihati to Kanchrapara	20-4-92	4·69	
Kanchrapara to Ranaghat	12-11-92	17·56	
Ranaghat to Aranghata	7-8-97	5·50	
Aranghata to Bogoola	17-9-97	6·75	
Bogoola to Shibnibash	3-11-97 17-11-98 29-11-09	6·65 0·75 0·15	
Shibnibash to Dursuna	17-9-97	9·50	
Dursuna to Poradaha	7-8-97 27-11-09	27·58 0·24	
Canal Junction to Chitpore	13-4-88	1·88	
Kakurgachi to Gobra	1-2-07	2·26	
Sealdah to Ballygunge	20-10-88 19-9-90	3·50 0·36	
Ballygunge to Majherat	20-11-93	4·00	
TOTAL DOUBLE LINE EASTERN AND SOUTHERN SECTIONS	...	111·73	
QUADRUPLE LINE—			
Kakurgachi to Dum Dum	1-2-07	3·13	

Details of construction—

Permanent-way.—The double line portion of the Eastern section is laid with steel rails throughout. On both the up and down roads between Calcutta and Naihati the permanent-way consists of 85-lb. bull-headed steel rails laid on Denham-Olphert's cast iron sleepers, with wooden sleepers at the joints. From Naihati to Ranaghat both the roads have been relaid with 90-lb. flat-footed steel rails on wooden sleepers except a few short lengths laid on cast iron sleepers. Above Ranaghat and up to Poradaha where the double line ends the down line is laid with 75-lb. double-headed rails on cast iron sleepers, while the up road has 90-lb. flat-footed on timber sleepers as far as mile 87 and beyond this 73 and 75-lb. double-headed rails on Denham-Olphert's sleepers. The single line portion of the Eastern section is chiefly laid with 75-lb. double-headed steel rails, but on the Damukdia branch there is about 12 miles of 73-lb. steel rails. The sleepers on the single line and the Damukdia branch are chiefly cast iron Denham-Olphert's pattern. The Faridpur branch and a few short branches near the ghât stations at Goalundo and Damukdia are still laid with 68-lb. and 72-lb. double-headed iron rails. The Murshidabad branch is laid with 75-lb. new pattern flat-footed steel rails on wooden sleepers. The Churni branch has been relaid with second-hand 62-lb. flat-footed steel rails.

The double line portion of the Southern section and the Budge-Budge branch are laid with 85-lb. bull-headed steel rails, the greater part on cast iron sleepers; the single line portion of the section including the Canning branch is laid with 73-lb. double-headed steel rails. The line from Sonarpur to Canning is laid with wooden sleepers, but the rest of the section has Denham-Olphert's sleepers.

* Excluding the quadruple length.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.*

3 (*a*) Eastern Bengal State railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

The first 81 miles of the Central section from Dum-Dum Junction station have been relaid with 90-lb. flat-footed steel rails on wooden sleepers and the relaying operations are still in progress. The rest of the line is laid with 62-lb. flat-footed steel rails on timber sleepers.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The Canning line and the Faridpur branch are practically unballasted.

Fencing.—The whole of the Eastern section is fenced, except between Panchooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced except the Canning branch. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working—

TABLE I. | TABLE II.

Includes the Eastern Bengal State railway 3′ 3⅜″ and 2′ 6″ gauge sections, 3 (b).

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 . .	673·21	9,36,48,486	1,05,19,210	55,25,424	5·90	28,83,744	20,11,011	+6,30,669	283	47·47
1889 . .	746·40	9,73,16,143	1,11,76,674	61,91,625	6·36	30,18,703	20,43,953	+11,28,969	282	44·60
1890 . .	763·90	10,04,93,109	1,14,78,382	60,70,323	6·04	30,96,150	18,14,110	+11,60,063	271	47·12
1891 . .	776·57	10,19,64,737	1,26,75,440	65,32,100	6·40	32,01,166	19,48,198	+13,82,736	294	48·47
1892 . .	812·35	10,48,66,143	1,15,56,446	62,33,727	5·94	33,53,707	21,86,396	+ 6,93,624	270	46·06
1893 . .	812·71	10,56,47,715	1,20,51,147	66,35,138	6·28	33,88,241	22,14,254	+10,32,643	283	44·94
1894 . .	812·96	10,61,71,400	1,40,15,726	83,53,559	7·87	34,72,411	25,21,063	+23,60,085	314	40·40
1895 . .	813·65	10,76,16,616	1,45,09,739	89,74,474	8·34	35,12,105	25,10,875	+29,51,494	328	38·15
1896 . .	814·39	11,02,05,096	1,50,81,670	90,02,286	8·17	35,15,387	23,46,898	+31,40,001	344	40·31
1897 . .	817·88	11,51,93,689	1,47,62,233	80,66,993	7·00	37,20,343	22,13,438	+21,33,212	336	45·35
1898 . .	827·37	11,82,79,103	1,47,17,879	83,35,064	7·05	38,62,725	21,01,651	+23,70,688	334	43·37
1899 . .	832·18	12,20,74,261	1,56,12,436	83,01,083	6·80	39,79,133	20,83,534	+22,38,416	348	46·83
1900 . .	843·04	12,62,77,100	1,71,00,460	92,46,424	7·32	41,82,033	20,87,252	+29,77,139	376	45·93
1901 . .	854·39	13,24,19,708	1,65,99,440	83,08,281	6·27	43,55,321	20,93,467	+18,59,493	360	49·95
1902 . .	893·18	14,04,06,863	1,78,93,098	91,48,340	6·52	46,69,423	20,88,413	+23,90,504	381	48·87
1903 . .	897·87	15,21,86,102	1,81,52,429	88,57,094	5·82	50,13,335	20,87,434	+17,56,325	375	51·20
1904 . .	971·31	16,55,23,769	1,94,63,098	88,23,372	5·33	54,62,375	20,87,434	+12,39,966	374	54·67
1905 . .	1,234·98	19,08,88,052	2,03,73,194	96,19,904	5·04	59,23,924	20,87,434	+16,08,546	348	52·78
1906 . .	1,271·29	20,23,66,593	2,46,31,081	1,06,08,661	5·24	63,54,092	20,87,434	+16,67,135	360	56·93
1907 . .	1,273·61	21,54,21,452	2,65,68,569	1,03,15,781	4·79	63,94,610	20,87,434	+18,33,737	389	61·17
1908 . .	1,274·47	22,87,26,095	2,73,15,420	81,99,105	3·58	70,30,092	20,87,434	—9,18,421	412	69·98
1909 . .	1,503·09	24,27,44,601	2,77,24,064	97,10,666	4·00	73,15,941	20,87,434	+3,07,291	355	64·97
1910 . .	1,507·73	25,55,91,026	2,83,74,562	1,16,98,257	4·58	75,34,551	20,87,434	+20,76,272	366	58·77

N.B.—Statistics for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.

3 (*b*) Eastern Bengal State railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
NORTHERN SECTION—			
Main line—			
Sara to Atrai	19-1-78	38·75	
Atrai to Jalpaiguri	28-8-77	134·25	
Jalpaiguri to Siliguri	10-6-78	23·85	
Total main line, carried over .	...	196·85	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number Main head 3 / Sub-heads (*a*) to (*d*) · **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*b*) Eastern Bengal State railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward—Total main line, Northern section	...	196·85	
Branches—			
Brahmaputra-Sultanpur branch—			
Santahar to Bogra	1-4-99	24·50	
Bogra to Mahimaganj	5-4-00	22·02	
Mahimaganj to Bonarpara	1-8-00	4·60	
Bonarpara to Fulchhari	1-9-00	8·25	
Total	...	59·37	
Rungpore branch—			
Parbatipur Junction to Shampur	19-5-78 20-7-06	15·25 0·49	
Shampur to Rungpore	2-7-78	7·50	
Rungpore to Kaunia	1-6-79	11·25	
Total	...	34·49	
Kaunia-Bonarpara extension—			
Kaunia to Bonarpara	1-7-05	44·47	
Dinagepore branch—			
Parbatipur to Chirir Bandar	1-7-83 10-2-07	9·92 0·09	
Chirir Bandar to Dinagepore	16-5-84	8·75	
Total	...	18·76	
Total branches	...	157 09	
Total, Northern section	...	...	353·94
BEHAR SECTION—			
Main line—			
Manihari to Katihar	1-4-87	16·44	
Katihar to Rayganj	1-7-89	37·49	
Rayganj to Dinagepore	15-2-88	32·68	
Junction with the Bengal and North-Western railway at Katihar	8-3-01	0·69	
Total main line	...	87·30	
Branches—			
Kosi branch—			
Katihar to Kasba	1-4-87	22·10	
Kasba to Forbesganj	1-7-89	37·97	
		60·07	
Forbesganj to Jogbani	15-2-09	7·40	
Barsoi-Kissengunge branch—			
Barsoi to Kissengunge	15-12-92	35·11	
Total branches	...	102·58	
TOTAL, BEHAR SECTION	...	...	189·88
Total carried over	...	...	543·82

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*b*) Eastern Bengal State railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward . .	...	...	543·82
Katihar-Godagari extension—			
Katihar to Godagari	1-1-09	107·39	107·39
KAUNIA-DHUBRI SECTION—			
Kaunia to Teesta Junction (Teesta bridge and approaches)	1-4-01	4·42	
Teesta Junction to Mogalhat	1-4-01	12·50	
Mogalhat to Gitaldaha Junction	2-1-02	1·86	
Gitaldaha Junction to Dhubri	23-9-02	37·16	
TOTAL, KAUNIA-DHUBRI SECTION .	...	...	55·94
Gauhati extension—			
Golakganj to Kokrajhar	1-2-06	35·75	
Kokrajhar to Sorbhog	1-3-09	39·73	
Sorbhog to Amingaon (on the right bank of the Brahmaputra)	1-4-09	67·27	
Pandu (on the left bank of the Brahmaputra) to Gauhati	1-1-10	5·00	
TOTAL, GAUHATI EXTENSION .	...	...	147·75
*SANTRABARI EXTENSION OF THE COOCH BEHAR RAILWAY (BRITISH SECTION)—			
South bank of Kaljani river to Alipur Duar	18-1-00	0·64	
Alipur Duar to Raja Bhat Khawa	5-4-00	9·97	
Raja Bhat Khawa to Jainti	1-2-01	9·18	
TOTAL, SANTRABARI EXTENSION OF THE COOCH BEHAR RAILWAY (BRITISH SECTION).	...	...	19·79
DACCA SECTION—			
Narayanganj to Dacca	4-1-85	10·25	
Dacca to Jaydebpur	1-8-85	19·65	
	28-2-09	0·45	
Jaydebpur to Gafargaon	1-8-85	32·50	
Gafargaon to Mymensingh	1-8-85	23·52	
TOTAL, DACCA SECTION .	...	...	86·37
TOTAL EASTERN BENGAL STATE RAILWAY, 3′ 3⅜″ GAUGE .	...	...	961·06
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Rangiya to Tangla (sanctioned on 14th December 1909)	...	24·30	
Singhjani to Fulchhari (sanctioned on 21st December 1910)	...	27·82	
TOTAL UNDER CONSTRUCTION OR SANCTIONED . .	...	...	52·12
GRAND TOTAL .	...	...	1,013·18

Details of construction—

Permanent-way.—The permanent-way on the whole of the 3′ 3⅜″ gauge section consists of 50-lb. flat-footed steel rails on timber sleepers, with the following exceptions:—

Manihari Ghat to Katihar, Katihar to Jogbani, Golakganj to Dhubri, the Santrabari extension of the Cooch Behar railway (British section) and the last nine miles of the Barsoi-Kissengunge branch which are laid with 41¼-lb. flat-footed steel rails on timber sleepers; and the Dacca section where it is of 2nd hand 64-lb. double headed steel rails for about 6 miles, 2nd hand 62-lb. flat-footed steel rails for about 35 miles and 41¼-lb. flat-footed steel rails for the remainder.

Ballast.—The whole of the line, except the portion from Golakganj Junction to Dhubri, and Forbesganj to Jogbani is ballasted or shortly to be ballasted. The ballast is brick, stone or shingle.

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension, the Santrabari extension of the Cooch Behar railway (British section) and the portions from Golakganj Junction to Dhubri, Dacca to Mymensingh and Forbesganj to Jogbani.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100 but there is a short grade of 1 in 50 near Jainti, the terminus of the Santrabari extension.

Contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included with 5′ 6″ gauge section, 3 (*a*).

3 (*b*) Eastern Bengal State railway (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal State railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge and now forms part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

* This line was originally on the 2′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge up to Raja Bhat Khawa from 13th April and up to Jainti from 1st May 1910.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*b*) Eastern Bengal State railway (2′ 6″ gauge)—*concld.*

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Ranaghat-Krishnagar branch—			
Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar	5-4-99	20·25	20·25
Teesta-Kurigram branch—			
Teesta Junction to Kurigram	18-7-81	14·99	14·99
TOTAL, EASTERN BENGAL STATE RAILWAY, 2′ 6″ GAUGE	...	...	35·24

Details of construction—

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sâl.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted and the Teesta-Kurigram branch is not ballasted.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200.

Contracts.—Nil. The line is owned and worked by the State.

Statistics of working.—Included with 5′ 6″ gauge section, 3 (*a*).

3 (*c*) Cooch Behar railway (3′ 3⅜″ gauge)—*

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Gitaldaha to Manshahi Junction	15-9-93	18·49	
Manshahi Junction to the town of Cooch Behar	15-12-98	3·22	
Torsa Bridge	16-5-00	0·11	
Total main line	...	...	21·82
Cooch Behar-Santrabari extension (Native State section)—			
Cooch Behar to temporary Alipur Duar (Kholta)	15-4-99	10·96	
Temporary Alipur Duar (Kholta) to the South Bank of the Kaljani River	18-1-00	0·49	
Total branch	...	...	11·45
GRAND TOTAL	...	...	33·27

* This line was originally on the 2′ 6″ gauge but was converted to, and opened on, the 3′ 3⅜″ gauge up to Cooch Behar from 14th February and up to the end of the Native State section from 1st May 1910.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.*

3 (*c*) Cooch Behar railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 41¼-lb. per yard, laid on sâl sleepers.

Ballast.—The line is laid without ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The Cooch Behar railway is worked under the following agreement:—

Agreement—of 25th February 1907, having effect from the 1st January 1907, (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cooch Behar Durbar.

Currency of agreement.—The agreement came into force on and from 1st January 1907 and shall be subject to revision from time to time, and shall remain in force until the expiration of six months' notice from either side.

Terms of working.—The Eastern Bengal State railway to receive 40 per cent of the gross earnings for maintenance and working; provided that when the stock of the Eastern Bengal State railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal State railway will receive and retain up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New minor works' up to the limit of Rs. 30 per mile per annum.

Rates and fares.—The Eastern Bengal State railway administration have full control over rates and fares.

Statistics of working—

Table I.						Table II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	
	Miles.	Rs.	Rs.	Rs.		Rs.		
1901	33·78	13,94,923	1,27,596	74,667	5·35	72	41·48	* This low percentage is due chiefly to the cost of repairs of damages caused by floods in 1906, originally debited to Revenue, having been written back to Capital during 1909.
1902	33·60	13,95,766	1,24,741	74,452	5·33	71	40·31	
1903	33·60	14,91,329	1,42,540	83,834	5·62	82	41·19	
1904	33·60	14,71,331	1,47,575	86,996	5·91	84	41·05	
1905	33·60	14,82,893	1,48,488	86,233	5·82	85	41·20	
1906	33·60	14,87,786	1,68,754	77,815	5·23	97	53·89	
1907	33·60	15,20,857	1,79,263	91,484	6·01	103	48·97	
1908	33·60	15,17,033	1,96,254	1,14,833	7·57	112	41·48	
1909	33·60	17,71,553	1,91,077	1,39,144	7·85	109	27·17*	
1910	33·27	20,45,637	2,03,510	1,08,039	5·28	118	46·91	

N.B.—Statistics for the periods prior to 1901 will be found in appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal State railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Mymensingh to Singhjani	15-10-98	33·32	
Singhjani to Jagannathganj	15-10-99	22·19	
TOTAL	...	...	55·51

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,685 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Contracts—

The Mymensingh-Jamalpur-Jagannathganj branch railway is worked under the following contracts :—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway office from Calcutta to London.

The general conditions of the contracts are as follows :—

Government aid.—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal State railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic (except railway stores) interchanged between the Eastern Bengal State railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent per annum on the actual capital expenditure. Land was provided free of charge.

Currency of contracts.—Government may determine the contracts on twelve months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent, nor being less than, the total capital expenditure ; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deduction of 45 per cent of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), in which are included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

Rates and fares.—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal State railway.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal State railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	33·07	10,44,638	7,660	4,213	0·40	...	4,213	0·40	27	45·00
1899	53·37	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35	45·00
1900	53·37	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00
1901	53·37	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43	60	45·00
1902	53·14	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00
1903	52·70	23,28,917	2,22,825	1,24,993	5·37	...	1,24,993	5·37	82	43·90
1904	51·37	23,51,113	2,21,168	1,18,336	5·03	...	1,18,336	5·03	81	43·79
1905	50·69	23,86,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81	45·19
1906	53·22	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	103	45·03
1907	53·90	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50	122	45·00
1908	53·91	24,50,870	3,94,866	2,17,176	8·86	...	2,17,176	8·86	141	45·00
1909	54·55	24,84,174	3,80,917	2,09,504	8·43	...	2,09,504	8·43	134	45·00
1910	55·51	25,31,451	3,78,228	2,08,025	8·22	...	2,08,025	8·22	133	45·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Secretary.—Charles W. Young, Esq.
Offices.—Nicholas Lane, London, E. C.

Lines comprised in the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway (5′ 6″ gauge)	2,212·77	198·54	2,411·31
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	192·13	...	192·13
(*c*) South Behar railway (5′ 6″ gauge)	79·19	...	79·19
(*d*) Tarkessur railway (5′ 6″ gauge)	22·21	...	22·21
Total	2,506·30	198·54	2,704·84

Running powers—

	Miles.
Home line over Foreign lines :—	
Idgah Agra to Agra Fort, Rajputana-Malwa railway, for goods trains only	1·24
Naihati to Majherat, Eastern Bengal State railway } for goods trains only	31·25
Canal Junction to Chitpore " " } for goods trains only	1·75
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand State railway, for certain passenger trains only	10·00
Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only	1·46
Total	45·70
Foreign lines over Home line :—	
Bengal-Nagpur railway at Katni }	0·30
" " " at Katrasgarh } for passenger and goods trains	0·66
" " " at Asansol }	0·50
" " " at Howrah for passenger trains only	1·00
Great Indian Peninsula railway at Cawnpore, for passenger trains 0·97 mile and for goods trains 0·52 mile	1·49
" " " at Katni for goods trains only	0·38
" " " at Manikpur } for passenger and goods trains.	0·63
North Western and Oudh and Rohilkhand State railways, Ghaziabad to Delhi }	13·00
Total	17·96

4 (*a*) East Indian railway proper (5′ 6″ gauge)—
Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
Howrah to Hooghly	15-8-54	23·23	
Hooghly to Pundooah	1-9-54	14·31	
Pundooah to Khana junction	3-2-55	36·94	
Khana junction to Raneegunge	3-2-55	45·71	
Raneegunge to Siarsol (near Asansol)	21-7-63	1·70	
Siarsol (near Asansol) to Sitarampur	1-1-65	15·15	
Sitarampur to Luckeeserai junction	1-1-71	124·64	
Luckeeserai to Dinapore	17-11-62	82·42	
Dinapore to Moghal Sarai	22-12-62	125·92	
Moghal Sarai to Mirzapur	1-1-64	39·28	
Mirzapur to South Bank, Jumna	4-4-64	52·64	
Jumna Bridge to Allahabad	15-8-65	2·75	
Allahabad to Cawnpore	3-3-59	119·47	
Cawnpore to Etawah	1-7-61	83·46	
Etawah to Shikohabad	13-11-61	34·39	
Shikohabad to Tundla Junction	1-4-62	22·92	
Tundla Junction to Aligarh	1-3-63	48·56	
Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54	
Chola to Delhi (South Bank, Jumna)	1-8-64	41·27	
Delhi Terminus	1-1-67	1·78	
Total main line	...	...	955·08
Loop line :—			
Khana Junction to River Adjai	3-10-58	19·00	
River Adjai to Sainthia	3-9-59	25·12	
Sainthia to Tinpahar	15-10-60	76·12	
Tinpahar to Bhagalpur	1-11-61	69·12	
Bhagalpur to Jamalpur	10-2-62	33·03	
Jamalpur to Kiul	17-11-62	28·00	
Total loop line	...	...	250·39
Total, carried over	...	...	1,205·47

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (a) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward	...	...	1,205·47
Grand Chord—			
Sitarampur to Barakar	1-1-65	5·43	
Barakar to Dhanbaid	20-5-94	25·75	
Dhanbaid to Paharpur	1-1-07	103·71	
Paharpur to Manpur	15-8-06	17·42	
Gya to Moghal Sarai	1-8-00	126·11	
Total Grand Chord	...	...	278·42
Branches—			
Bhadreswar branch—			
Bhadreswar junction to the river bank	6-12-82	2·60	
Hooghly bridge branch—			
Hooghly junction to Naihati	15-3-87	4·47	
Ondal loop—			
Ondal to Baboisole	1-5-64	2·03	
Baboisole to Mangalpur	1-1-63	2·74	
Mangalpur to Toposi	2-2-63	2·65	
Toposi to Ikrah Junction	15-4-94	2·42	
Ikrah junction to Gaurangdi	1-6-95	14·16	
Gaurangdi to Alipur	30-3-95	7·54	
		31·54	
Ikrah branch—			
Ikrah junction to Barabani	15-4-94	8·40	
Barabani to Sitarampur	15-4-02	6·99	
		15·39	
Katras branch—			
Dhanbaid to Katrasgarh	20-5-94	9·11	
Salanpur branch—			
Salanpur to Shamdi	7-9-94	4·29	
	1-1-97	1·24	
		5·53	
Chanch branch—			
Chanch block hut to mile 197·30	1-2-93	2·88	
	5-8-96	1·00	
		3·88	
Barabani extension—			
Toposi to Barabani	15-6-08	3·79	
Ondal-Sainthia Chord—			
Ondal to Sainthia	1-1-07	42·94	
Shikohabad-Farukhabad branch—			
Shikohabad to Mainpuri	1-3-05	29·71	
Mainpuri to Bhongaon	17-8-05	8·63	
Bhongaon to Farukhabad	1-1-06	27·06	
		65·40	
Hapur branch—			
Khurja to Hapur	15-4-07	38·87	
Agra direct access—			
Jumna bridge to Agra City station	1-1-08	1·64	
Carried over	...	225·16	1,483·89

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward	...	225·16	1,483·89
Pandra branch—			
From Pandra block hut to mile 151·41 on Pandra branch	26-11-00	2·66	
Damoodur branch—			
Kusunda station to the Damoodur river	30-6-95	8·00	
	15-7-96	1·77	
		9·77	
Giridih branch—			
Madhupur junction to Giridih	1-1-71	26·70	
Colliery lines—			
Katras-Khanoodih extension—			
Katrasgarh to Khanoodih	7-3-03	7·17	
Jharia-Dhanbaid Chord—			
Jharia to Dhanbaid	1-5-03	3·75	
Katras-Mulkera cross connection—			
Northern half of connection	15-8-03	0·66	
		11·58	
Kusunda-Tetulmar extension (including portion of Chandore branch)	20-4-07	3·15	
Mokameh Ghât branch—			
Mokameh junction to Mokameh Ghât	1-5-83	3·70	
Patna-Gya branch—			
Bankipore junction to Bankipore	2-6-79	0·25	
Bankipore to Jehanabad	21-4-79	28·95	
Jehanabad to Gya	2-6-79	28·48	
		57·68	
Barun-Daltonganj branch—			
Sone East Bank (Barun) to Rajhara	3-5-02	67·30	
Rajhara to Daltonganj	15-12-02	10·72	
		78·02	
Digha Ghât branch—			
Bankipore junction to Digha Ghât	2-4-85	5·53	
Tarighat branch—			
Dildarnagar junction to Tarighat	5-10-80	12·00	
Patna Ghât branch—			
Patna to Patna Ghât	17-11-62	0·87	
Carried over	...	436·82	1,483·89

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward	...	436·82	1,483·89
Benares chord—			
Dihwa Block hut to Bechupur (Oudh and Rohilkhand State railway)	14-5-10	1·18	
Jubbulpore branch—			
Naini junction to Jubbulpore	1-8-67	224·49	
Allahabad Fort branch	3-3-59	2·33	
Cawnpore city branch	15-2-79	0·88	
Agra branch—			
Tundla junction to Jumna bridge	1-4-62	13·35	
Hathras city branch	1-11-98	5·58	
Branches on the loop line—			
Azimganj branch—			
Nalhati to Azimganj	15-7-92	27·23	
Rajmehal branch—			
Tinpahar junction to Rajmehal	15-10-60	7·00	
Sakrigali branch—			
Sakrigali junction to the river Ganges	1-1-94	1·45	
Mirza Chowki branch—			
Mirza Chowki to river side	1-3-09	0·33	
Maharajpur branch	30-11-98	1·40	
Sultangunge branch	6-5-95	1·16	
Monghyr branch—			
Jamalpur junction to Monghyr	10-4-62	5·68	
Total, branches	...	...	728·88
TOTAL, OPEN MILEAGE, EAST INDIAN RAILWAY PROPER	...	...	2,212·77
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Barharwa to Dhulian Ganges	19-1-11	16·72	
Dhulian Ganges to Katwa (sanctioned on 5th March 1906)	...	85·98	
Bhagalpur to Bausi (sanctioned on 28th February 1905)	...	31·04	
Hooghly to Katwa (sanctioned on 23rd June 1905)	...	64·80	
Total under construction or sanctioned	...	...	198·54
GRAND TOTAL, EAST INDIAN RAILWAY PROPER	...	...	2,411·31

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Mileage.
DOUBLE LINE—MAIN LINE AND BRANCHES—		Miles.
Howrah to Serampore	10-3-57	*8·81
Serampore to Chandernagore	1-2-58	8·38
Chandernagore to Hooghly	1-5-58	3·11
Hooghly to Magra	1-10-58	5·49
Magra to Pundooah	25-2-59	8·82
Pundooah to Burdwan	1-10-59	†26·44
Burdwan to Khana	1-1-59	8·22
Khana to Durgapur	1-6-70	31·35
Durgapur to Raneegunge	2-9-70	14·36
Raneegunge to Sitarampur	19-12-70	†5·55
Sitarampur to Luckeeserai	1-1-71	124·64
Luckeeserai to Burhee	22-6-60	9·82
Burhee to Barh	22-2-68	27·10
Barh to Futwah	11-1-68	25·87
Futwah to Dinapore	20-3-67	19·63
Dinapore to Bihta	13-8-68	10·93
Bihta to Arrah	28-3-70	13·50
Arrah to Buxar	13-8-68	42·67
Buxar to Dildarnagar	15-4-82	22·46
Dildarnagar to Zamania	20-5-82	8·59
Zamania to Sakaldiha	20-9-82	16·28
Sakaldiha to Moghal Sarai	10-8-82	11·49
Hooghly bridge branch	15-3-87 1-7-04	4·47
Sitarampur to Barakar	6-3-01	8·39
Ghaziabad to Shahdara	20-2-02	8·13
Shahdara to east side of Jumna bridge near Delhi	1-7-02	2·57
Portion of Jharia branch	1-1-04	0·17
Chanch to Mugma	29-9-05	3·78
Mugma to Futka	29-1-06	3·16
Futka to Kaloobathan	17-1-06	5·00
Kaloobathan to Chhota Ambona	21-3-06	3·38
Chhota Ambona to Pradhankhunta	17-10-05	3·68
Pradhankhunta to Dhanbaid	20-8-06 1-7-06	2·76 2·04
Portion of Gya-Katrasgarh line	11-3-07	13·60
Moghal Sarai to Ahraura Road	10-8-07	7·92
Ahraura Road to Kylahat	8-12-08	4·95
Kylahat to Chunar	29-12-08	5·22
Chunar to Dagmagpur	19-2-09	4·91
Dagmagpur to Pahara	27-2-09	4·91
Total carried over	...	542·55

* Excluding the quadruple and sextuple lengths.

† Excluding the triple lengths.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.
		Miles.
Total brought forward .	...	542·55
DOUBLE LINE—MAIN LINE AND BRANCHES—*concld*		
Pahara to Jhingura	16-1-08	4·61
Jhingura to Mirzapur	6-8-07	6·76
Karchana to Chheoki	6-8-09	5·81
Chheoki to Naini	31-1-07	1·25
Naini to Allahabad	15-1-06	3·86
Allahabad to Subadargunge	27-1-09	3·50
Total double line	...	568·34
TRIPLE LINE—		
Debipur to Boinchee	1-1-03	2·29
Raneegunge to Asansol	22-7-07	11·30
Total triple line	...	13·59
QUADRUPLE LINE—		
Bengal-Nagpur Railway Junction cabin to Lillooah	1-1-07	2·42
SEXTUPLE LINE—		
Howrah Station to Bengal-Nagpur Railway Junction cabin	1-1-08	0·51

Details of construction—

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Bukhtiarpore Junction, a distance of 310 miles, the rails are 85-lb. bull-headed, with the exception of a length of 15 miles from Gidhour to Gopalpur block hut, which still remains to be relaid with the heavier section of rails and about 25 miles on the Howrah District lately laid with 88½-lb. bull-headed steel rails. Out of 159 miles, between Bukhtiarpore and Moghal Sarai, 70 miles have been relaid with 85-lb. rails. This section of rails have also been laid on the single line from Moghal Sarai to mile 583, 164 miles, and from Sitarampur to Gurpa, 127 miles.

The rest of the main line and branches are laid with 75-lb. double-headed rails, with the exception of the up road between Bukhtiarpore and Patna, about 20 miles, and 24 miles of the Grand Chord line between Gurpa and Manpur which have recently been laid with 88½-lb. bull-headed steel rails.

As at present laid, about thirty per cent of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sâl and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damooder, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Baran-Daltonganj and Shikohabad-Farukhabad branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia Chords.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna East Bank) and Belanganj.

Gradients.—The ruling gradient of the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord and the Jubbulpore branch is 1 in 200.

Contracts—

The railway is worked under the following contracts:—

Contracts of—22nd December 1879.—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildarnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hooghly); Mokameh (Mokameh junction to the Ganges); Digha Ghat (Bankipore junction to the right bank of the Ganges at Digha Ghat); Jharia (Barakar to the Jharia coal-fields); Toposi colliery (Toposi to Khairabad, Nundi to Panuria and Salanpur to Shamdi); Gya (Bankipore to Gya); and Azimganj (Nalhati to Azimganj).

26th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

The general conditions of the contracts are as follows:—

Government aid.—Government guarantee interest at 4 per cent in sterling on £6,550,000 (being capital representing the deferred portion, *i.e.*, one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*concld.*

Contracts—*concld.*

Terms of purchase.—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

* Company's stock at date of purchase ... £26,200,000
Premium of 25 per cent 6,550,000
32,750,000

Currency of contracts.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

Power of Company to surrender contract.—See currency of contracts.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure less than Rs. 1,000, and also any single item of capital expenditure amounting to Rs. 1,000 but not exceeding Rs. 2,000 classed as a 'Minor work,' subject in the latter case to a maximum charge on such account of Rs. 25,000 in each half-year: and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided in proportion of four-fifths to Government and one-fifth to the Company.

Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifteenths to Government and one-fifteenth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates and fares.

Statistics of working—

	TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1880.	1,504·25	34,18,12,052	4,29,45,116	2,84,66,874	8·33	1,96,03,398*a*	...	17,72,690	70,90,786	549	33·71
1881.	1,506·75	34,67,27,455	4,54,11,472	3,06,38,827	8·84	30,27,492	1,72,92,000	20,63,867	82,55,468	578	32·53
1882.	1,506·77	34,83,42,743	4,71,17,594	2,94,15,386	8·44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37·57
1883.	1,509·46	35,02,20,413	4,94,67,085	3,08,77,691	8·82	33,68,151	1,75,10,887	19,99,731	79,98,922	630	37·58
1884.	1,509·46	35,34,09,667	4,38,38,714	2,70,76,204	7·66	34,79,206	1,77,35,384	11,72,323	46,89,291	558	38·24
1885.	1,514·99	35,61,22,471	4,63,86,889	2,97,35,295	8·35	36,22,093	1,79,65,714	16,29,502	65,17,986	589	35·90
1886.	1,514·86	35,80,42,570	4,66,70,853	3,02,20,962	8·44	37,84,444	1,89,50,137	14,97,276	59,89,105	591	35·25
1887.	1,513·36	35,85,11,962	4,60,65,661	3,03,98,517	8·65	38,48,886	1,92,13,333	15,87,259	63,49,039	583	32·71
1888.	1,513·45	35,82,32,469	4,54,36,902	3,00,27,370	8·38	38,60,374	2,03,43,530	11,64,693	46,58,773	567	33·91
1889.	1,525·44	35,98,56,817	4,49,57,901	2,91,14,970	8·09	39,98,237	2,09,60,000	8,31,347	33,25,386	557	35·24
1890.	1,525·44	36,00,54,709	4,34,39,355	2,95,24,546	8·20	39,95,919	2,03,43,530	10,37,019	41,48,078	538	32·03
1891.	1,525·44	35,94,69,179	4,94,85,230	3,56,54,312	9·92	37,33,297	1,86,94,054	26,45,392	1,05,81,569	615	27·95
1892.	1,610·27	36,51,42,775	4,88,55,105	3,48,16,719	9·54	37,25,754	2,06,47,164	20,88,760	83,55,041	587	28·73
1893.	1,610·73	37,17,65,626	*b*5,08,44,654	3,60,94,293	9·71	41,26,889	2,34,46,780	17,04,125	68,16,499	584	29·01
1894.	1,664·11	37,50,81,624	5,26,89,485	3,64,26,405	9·71	43,37,988	2,43,89,582	15,39,767	61,59,068	604	30·87
1895.	1,700·19	38,08,79,764	5,41,50,856*c*	3,78,34,726*c*	9·93	45,73,671	2,61,01,132	14,29,078	57,30,845	603	30·13
1896.	1,701·11	38,54,11,272	5,40,69,142*d*	3,67,77,682*d*	9·54	46,90,562	2,58 59,455	12,45,733	49,81,932	597	31·98
1897.	1,705·09	39,66,36,442	5 88,28,013	4,14,93,460	10·46	48,20,238	2,47,34,406	23,87,763	95,51,053	649	29·47
1898.	1,712·25	40,98,39,605	5 97,96,060	4 08,07,269	9·96	50,46,514	2,32,64,533	24,99,244	99,96,978	658	31·76
1899.	1,710·67	42,96,85,477	6,35,45,974	4,26,60,018	9·93	54,63,902	2,21,46,516	30,09,920	1,20,39,680	697	32·87
1900.	1,840·32	44,54,88,809	6,84,74,972	4,47,15,571	10·04	60,18,054	2,15,60,963	18,09,104	1,53,27,450	708	34·70
1901.	1,868·04	45,95,76,136	7,03,96,636	4,57,13,311	9·95	65,46,878	2,16,82,360	18,51,450	1,56,32,623	733	35·06
1902.	1,923·35	47,43,55,297	6,77,38,713	4,29,80,833	9·06	70,34,492	2,16,46,858	16,19,965	1,26,79,508	687	36·55
1903.	1,935·11	48,80,34,496	6,99,72,700	4,64,35,793	9·51	74,46,371	2,16,15,000	18,24,961	1,55,49,461	692	33·64
1904.	1,932·87	50,26,09,029	7,59,71,544	5,06,03,115	10·07	80,23,978	2,16,15,000	20,64,276	1,88,99,861	749	33·39
1905.	1,972·30	52,58,72,727	7,50,47,139	4,82,21,979	9·17	86,75,860	2,16,15,000	18,62,075	1,60,60,044	738	35·74
1906.	2,165·04	54,79,28,490	8,02,50,910	4,87,53,855*e*	8·90	93,88,271	2,16,15,000	18,50,039	1,59,00,545	721*f*	38·65*f*
1907.	2,208·29	56,77,47,625	8,11,29,807	4,84,10,858*e*	8·53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,344	673*f*	39·74*f*
1908.	2,213·18	58,74,01,148	8,28,51,108	4,44,26,132*e*	7·56	1,09,27,823	2,16,15,000	14,58,887	1,04,21,422	682*f*	45·80*f*
1909.	2,212·07	60,27,01,643	*g*8,28,35,189	4,77,90,961*e*	7·93	1,15,88,058	2,16,15,000	16,39,194	1,29,48,709	695*f*	41·78*f*
1910.	2,212·77	60,82,23,218	8,60,42,147	5,20,01,256*e*	8·54	1,80,60,704	2,16,15,000	19,01,703	1,66,23,849	722*f*	39·01*f*

N.B.—Statistics for 1879 will be found in Appendix 38 to the Report for 1907.

a. Interest in 1880 includes annuity charges, which cannot be separated.
b. Includes arrear credits for substantial improvements, Rs. 10,49,127.
c. Includes Rs. 14,530 realised from Palmer's Trust Estate.
d. Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.
e. Excludes the annual rental paid to the South Behar Railway Company together with interest on Government advances for the purposes of this railway.
f Includes the South Behar railway.
g. Includes arrear credits for substantial improvements, Rs. 26,19,763.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Alexander Izat, Esq., C.I.E., M.I.C.E.
Secretary.—C. E. Rutter, Esq.
Offices.—17, Victoria Street, Westminster, S. W.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line.—		Miles.	Miles.
Delhi to Kalka	1-3-91	162·36	162·36
Kaithal branch.—			
Thanesar to Kaithal	1-12-10	29·77	29·77
Total ...	.....	.....	192·13

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olpherts' cast-iron plate and wooden sleepers with cast iron chairs. On the Kaithal branch 75-lb. flat-footed steel rails have been used.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Contracts—

The railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.
12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.
19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the raising of additional capital by the issue of debentures.
19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent of gross earnings previously retained by Government.
24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.
9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3¼ per cent on the share capital.
1st July 1909 (between the Secretary of State and the East Indian Railway Company).
3rd November 1909 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company).
} For construction and working of the Thanesar-Kaithal branch.

The general conditions of the contracts are as follows:—

Government aid.—By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent per annum on their share capital. Land was also provided free of cost.

Currency of contracts.—The contracts may be determined by effluxion of time on the 31st December 1926, unless some arrangement is effected for continuing the working. Should such arrangement be made, Government may determine the contracts on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

Power of Company to surrender contracts.—Nil.

Terms of working.—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying 52 per cent to the Company. Surplus profits in excess of 3¼ per cent per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter all surplus profits belong to the Company.

Rates and fares.—To be agreed upon from time to time between the Secretary of State and the working agency but in the case of that portion of the line between Delhi and Umballa they are to be not more than the maximum, nor less

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″) gauge—*concld.*

Contracts—*concld.*

than the minimum, rates and fares in force on the East Indian railway, and in the case of the portion between Umballa and Kalka not more than three times such maximum nor less than such minimum.

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.								TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	162·24	1,55,44,693	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892	161·40	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893	161·40	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894	161·40	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895	161·40	1,55,06,120	14,60,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896	160·47	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897	162·24	1,53,26,585	15,73,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898	162·24	1,53,43,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899	162·24	1,53,01,272.	14,49,378	7,53,677	4·93	...	7,53,677	4·93	172	48·00
1900	162·24	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901	162·24	1,52,92,648	18,05,858	9,39,046	6·14	...	9,39,046	6·14	213	48·00
1902	162·24	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903	162·36	1,55,49,998	18,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904	162·36	1,55,51,763	18,53,475	9,63,807	6·20	...	9,63,807	6·20	218	48·00
1905	162·36	1,56,07,499	20,16,936	10,48,807	6·72	...	10,48,807	6·72	238	48·00
1906	162·36	1,57,26,333	20,04,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00
1907	162·36	1,58,23,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	48·00
1908	162·36	1,60,07,122	21,09,189	10,96,778	6·85	...	10,96,778	6·85	250	48·00
1909	162·36	1,66,56,595	22,90,710	11,91,169	7·15	...	11,91,169	7·15	271	48·00
1910	192·13	1,75,45,512	26,05,803	13,55,018	7·72	...	13,55,018	7·72	261	48·00

4 (*c*) South Behar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—Lieut.-Col. H. Bonham-Carter, R.E.

Offices.—91, York Street, Westminster, S. W.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Luckeeserai to Gya	5-7-99	79·19	79·19

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Contracts—

The railway is worked under the following contracts:—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction, as modified by the contract of the 11th December 1906 (between the Secretary of State and the South Behar Railway Company) as to the payment of a rental to the Railway Company during the continuance of the contract of 7th August 1895.

16th January 1907 (between the Secretary of State and the East Indian Railway Company) for working.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Behar railway (5′ 6″ gauge)—*concld.*

Contracts—*concld.*

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free. Up to the 31st December 1905, Government allowed to the South Behar Railway Company, by way of rebate, a certain percentage of the East Indian railway's share of the receipts from traffic interchanged between that railway and the Company's line towards a dividend of 4 per cent per annum on the total capital expenditure not exceeding Rs. 120 lakhs. With effect from the 1st January 1906 the Company relinquished the railway to the Secretary of State to be held by him for his benefit without any interference or control on the part of the Company in return for a payment to the Company, until the determination of the contract of 7th August 1895, of an annual rental of £30,000 by half-yearly payments of £15,000 on the 30th June and 31st December of each year.

Currency of contracts.—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England £684,580 as capital expended on the undertaking with the authorisation of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—With effect from the 1st January 1906 the line is worked by the East Indian Railway Company as a part of their undertaking, the annual rental of £30,000 payable to the South Behar Railway Company together with interest at 3½ per cent. per annum on the Government advances for the purposes of the South Behar railway forming a charge against the net revenue of the undertaking.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the East Indian Railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899	78·83	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	100	35·00
1900	78·76	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901	78·76	1,23,66,533	5,14,370	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902	78·76	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903	78·76	1,20,01,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904	78·76	1,19,72,914	5,70,358	3,13,697	2·62	1,65,382	4,79,079	4·00	138	45·00
1905	78·76	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906	78·76	1,19,74,947	See "terms of working" above.							
1907	78·76	1,19,77,154								
1908	79·19	1,19,77,154								
1909	79·19	1,19,77,154								
1910	79·19	1,19,77,154								

4 (*d*) Tarkessur railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Seoraphuli to Tarkessur	1-1-85	22·21	22·21

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. steel rails laid on Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,700 feet radius.

Gradients.—The ruling gradient is 1 in 500.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*concld.*

4 (*d*) Tarkessur railway (5′ 6″ gauge)—*concld.*

Contracts—

The railway is worked under the following contracts:—

Contracts of—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free of cost.

Currency of contracts.—The contract of 1883 terminates on the 7th September 1982; but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years, *viz.*, on 1st January 1915, and thereafter at intervals of ten years. In the event of such determination Government will pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

Power of Company to surrender contracts.—Nil.

Terms of working.—From the gross earnings of the railway are deducted (1) working expenses (which may include capital expenditure classed as 'Minor works' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, (2) 5 per cent. of the gross earnings for the hire of rolling-stock, and (3) contribution to the Provident Fund. The balance is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.

Rates and fares.—Certain maxima have been fixed, and the Company is authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	22·23	17,92,293	3,30,390	1,57,328	8·81	285	52·23
1902	22·23	17,91,612	3,28,510	1,53,348	8·56	283	53·32
1903	22·23	17,93,985	3,33,924	1,63,741	9·13	288	50·96
1904	22·23	17,97,555	3,30,635	1,63,006	9·07	284	50·70
1905	22·23	17,98,615	3,26,715	1,55,221	8·63	282	52·49
1906	22·23	17,99,166	3,51,888	1,58,989	8·84	304	54·82
1907	22·23	17,99,776	3,56,243	1,58,366	8·80	307	55·55
1908	22·21	18,02,130	3,65,102	1,45,592	8·08	316	60·12
1909	22·21	18,02,130	3,63,681	1,62,007	8·99	315	55·45
1910	22·21	18,02,730	3,85,024	1,72,995	9·60	333	55·07

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM—**

Chairman.—The Right Hon'ble Sir Andrew R. Scoble, K.C.S.I., K.C.
Managing Director.—Colonel F. Firebrace, R.E.
Offices.—48, Copthall Avenue, London, E. C.

Lines comprised in the system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway (5′ 6″ gauge)	1,606·24	220·90	1,827·14
(*b*) Agra-Delhi Chord railway (5′ 6″ gauge)	125·66	...	125·66
(*c*) Baran-Kotah railway (5′ 6″ gauge)	40·29	...	40·29
(*d*) Bhopal-Itarsi railway (5′ 6″ gauge)	57·39	...	*57·39*
(*e*) Bhopal-Ujjain railway (5′ 6″ gauge)	*113·27*	...	*113·27*
(*f*) Bina-Goona-Baran railway (5′ 6″ gauge)	*145·61*	...	*145·61*
(*g*) Indian Midland railway (5′ 6″ gauge)	813·09	...	813·09
(*h*) Gwalior Light railway (2′ 0″ gauge)	249·96	...	249·96
(*i*) Matheran Light railway (2′ 0″ gauge)	12·61	...	12·61
Total	3,164·12	220·90	3,385·02

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Rajputana-Malwa railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·52 mile for goods trains	1·49
At Manikpur, East Indian railway, for passenger and goods trains	0·63
At Katni, East Indian railway, for goods trains only	0·38
At Katni, Bengal-Nagpur railway, for passenger trains only	1·60
At Ujjain, Bombay, Baroda and Central India railway, for passenger and goods trains	6·21
At Cawnpore, Oudh and Rohilkhand State railway, for passenger and goods trains	0·86
From Cawnpore to Lucknow, Oudh and Rohilkhand State railway, for passenger trains only	44·63
Total	59·97

Foreign lines over home line :—

	Miles.
Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only	4·39
Bengal-Nagpur railway, at Nagpur for passenger and goods trains	0·65
Total	5·04

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the terms of a new contract, dated the 21st December 1900.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
NORTH-EAST LINE—		Miles.	Miles.
Main line—			
Victoria Terminus to Thana	1-1-82	0·19	
	18-4-53	20·58	
Thana to Kalyan	1-5-54	12·65	
Kalyan to Vasind	1-10-55	16·14	
Vasind to Asangaon	6-2-60	8·75	
Asangaon to Kasara	1-1-61	21·84	
Kasara to Igatpuri (Thull Ghat)	1-1-65	9·89	
Igatpuri to Nasik	28-1-61	31·43	
Nasik to Chalisgaon	1-10-61	87·24	
Chalisgaon to Jalgaon	6-10-62	57·48	
Jalgaon to Bhusaval	20-5-63	15·01	
Bhusaval to Burhanpur	20-11-65	33·91	
Burhanpur to Khandwa	3-9-66	42·78	
Khandwa to Bir	17-2-68	21·15	
Bir to Itarsi	1-1-70	89·27	
Itarsi to Sohagpur	1-2-70	30·69	
Sohagpur to Jubbulpore	8-3-70	121·14	
Total main line carried over	...	...	615·14

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5' 6" gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward	...	...	615·14
Branches—			
Bombay Harbour Branch—			
Point of junction with Bombay Port Trust line to Kurla	12-12-10	7·45	
Chalisgaon-Dhulia branch—			
Chalisgaon to Dhulia	15-10-00	34·95	
Jalgaon-Amalner branch—			
Jalgaon to Erandol Road	20-2-00	18·26	
Erandol Road to Amalner	4-4-00	16·00	
		34·26	
Nagpur branch—			
Bhusaval Junction to Malkapur	20-5-63	30·05	
Malkapur to Shegaon	24-10-64	32·53	
Shegaon to Badnera	18-12-65	72·67	
Badnera to Pulgaon	16-7-66	40·29	
Pulgaon to Sindi	5-11-66	38·27	
Sindi to Nagpur	20-2-67	29·44	
		243·25	
Khamgaon branch—			
Jalamb to Khamgaon	4-3-70	7·97	
Amraoti branch—			
Badnera to Amraoti	16-2-71	5·49	
Wardha Coal branch—			
Wardha to mile 490·20	1-2-79	18·95	
Mile 490·20 to mile 512·64	24-12-75	22·44	
Mile 512·64 to Warora	26-4-76	4·00	
Warora-Chanda-Balharshah extension	1-2-68	37·12	
		82·51	
Mohpani branch—			
Gadarvada to Mohpani	3-9-72	12·47	
Mohpani to Gotitoria	2-11-96	1·07	
Mohpani to new coal-fields	3-6-00	0·14	
		13·68	
Total branches	...	...	429·56
TOTAL NORTH-EAST LINE CARRIED OVER	...	...	1,044·70

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward	...	...	1,044·70
SOUTH-EAST LINE—			
Main Line—			
Kalyan to Palasdhari (Karjat). { Kalyan to Neral / Neral to Palasdhari	12-5-56	30·61	
Palasdhari to Khandala (Bhore Ghat)	14-5-63	13·20	
Khandala to Lonavla (Bhore ghat)	14-6-58	2·35	
Lonavla to Poona	14-6-58	39·66	
Poona to Diksal	15-12-58	64·25	
Diksal to Barsi Junction	23-10-59	50·60	
Barsi Junction to Mohol	21-1-60	28·32	
Mohol to Sholapur	6-6-60	20·51	
Sholapur to Gulbarga	1-2-70	70·29	
Gulbarga to the Krishna	1-12-70	73·76	
Krishna to Raichur	1-5-71	15·31	
Total main line	...	...	408·86
Branches—			
Dhond-Manmad branch—			
Dhond to Ahmednagar	15-3-78	50·41	
Ahmednagar to Manmad	17-4-78	95·03	
		145·44	
Khopoli branch—			
Palasdhari to Khopoli	12-5-56	7·24	
Total branches	...	...	152·68
TOTAL SOUTH-EAST LINE	...	...	561·54
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY PROPER	...	...	1,606·24
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Amla to Nagpur (sanctioned on 8th June 1908)	...	103·63	
Itarsi to Hirdagarh (sanctioned on 8th June 1908)	...	115·95	
Ravali to Mahim (sanctioned on 17th February 1905)	...	1·32	
TOTAL UNDER CONSTRUCTION OR SANCTIONED	...	...	220·90
GRAND TOTAL	...	...	1,827·14

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$ GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
DOUBLE LINE—MAIN AND BRANCHES—			
NORTH-EAST LINE—			
Victoria Terminus to Thana	1-1-82	0·19	
	18-4-53	*16·29	
Thana to Kalyan	1-5-54	12·65	
Kalyan to Vasind	22-10-66	16·14	
Vasind to Atgaon	20-2-67	9·65	
Atgaon to Kasara	25-4-67	15·94	
Kasara to Igatpuri	1-1-65	9·89	
Igatpuri to Nasik	10-1-69	31·43	
Nasik to Chalisgaon	10-1-69	87·24	
Chalisgaon to Kajgaon	10-1-69	11·87	
Kajgaon to Pachora	17-3-69	16·05	
Pachora to Maheji	27-5-69	9·14	
Maheji to Bhadli	6-3-73	27·59	
Bhadli to Bhusaval	6-6-73	7·84	
Bhusaval to Bhusaval Junction	1-7-92	1·11	
Bhusaval Junction to Khandwa (Abna Junction)	11-1-89	74·58	
Bagra tunnel to Towa viaduct	1-2-70	0·74	
Khandwa to Itarsi	16-10-05	110·42	
BOMBAY HARBOUR BRANCH—			
Point of junction with Bombay Port Trust line to Kurla	12-12-10	7·45	
Total North-East line	...		466·21
SOUTH-EAST LINE—			
Kalyan to Palasdhari	25-7-70	30·61	
Palasdhari to Khandala (Bhore Ghat)	14-5-63	13·20	
Khandala to Lonavla (Bhore Ghat)	14-6-58	2·35	
Lonavla to Karla	29-5-07	4·92	
Karla to Talegaon	8-1-08	18·51	
Talegaon to Shelarvadi	22-5-08	7·77	
Shelarvadi to Poona	13-5-08	13·46	
Total South-East line	...		85·82
NAGPUR BRANCH—			
Bhusaval Junction to Nadgaon	11-1-89	17·93	
Nadgaon to Shegaon	1-4-90	44·65	
Total Nagpur branch	...		62·58
TOTAL DOUBLE LINE	...		614·61
QUADRUPLE LINE—			
Victoria Terminus to Curry Road	4-12-05	4·29	

* Excluding the quadruple length.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$: **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The main line is laid with 86-lb. double-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the Ghat sections, is laid with iron pots.

Ballast.—The line is fully ballasted throughout with sand, gravel or broken stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the line is fully fenced.

Curves.—The sharpest curve has a radius of 990 feet.

Gradients.—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the Ghat sections is 1 in 37.

Contracts—

The railway is worked under the following contract:—

Contract of—21st December 1900 for maintenance and working of the Great Indian Peninsula and Indian Midland railway systems as one undertaking.

The general conditions of the contract are as follows:—

Government aid.—Government to pay interest at 3 per cent per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company, which is at present authorised at £2,575,000. All capital required for the purposes of the undertaking will be provided by the Secretary of State bearing interest at the rate of 3½ per cent per annum, or at such other rate as may be agreed upon, or will be raised by the Company, by the issue of debentures or debenture stock, at such rate of interest as the Secretary of State may determine. Land was provided free; but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

Terms of purchase.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable, up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

	£
* Company's stock at date of purchase .	34,859,218
Debentures and debenture stock .	5,922,350
Total .	40,781,568

Currency of contract.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian Midland railways, there will be deducted—

(*i*) The working expenses, which may include any single item of capital expenditure not exceeding Rs. 2,000 to be classed as a 'Minor work', subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) A sum of Rs. 1,00,00,000 which is payable in each half-year to Government;

(*iii*) Repayment of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period $\frac{19}{20}$ths of the surplus are paid to the Secretary of State and $\frac{1}{20}$th to the Company; provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{20}$th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Table I.										Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1901 .	1,548·27	30,64,49,134	4,16,57,453	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661*	—25,34,396	518	48·03
1902 .	1,561·63	30,83,53,092	4,24,25,217	2,10,98,968	6·84	49,58,679	1,90,56,785	2,64,702	—31,81,198	523	50·19
1903 .	1,561·63	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67,701	1,90,28,730	3,79,633	—6,63,550	575	49·18
1904 .	1,561·63	32,00,72,108	4,82,41,344	2,41,79,728	7·55	53,19,948	1,90,28,595	3,84,935	—5,53,750	592	49·88
1905 .	1,561·63	32,65,20,022	5,22,33,877	2,70,20,162	8·28	57,50,859	1,90,28,535	5,28,413	+17,12,355	641	48·27
1906 .	1,561·63	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	—2,96,928	623	49·92
1907 .	1,561·63	35,22,04,887	5,28,77,202	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	—6,55,748	649	52·88
1908 .	1,599·41	37,36,87,900	4,68,32,792	1,76,86,213	4·73	68,53,220	1,90,28,340	64,298	—82,59,645	563	62·24
1909 .	1,599·53	37,28,51,484	5,27,26,707	2,23,43,894	6·08	72,63,545	1,90,28,340	...	—39,47,991	634	57·62
1910 .	1,606·24	38,67,82,534	5,88,44,731	2,58,06,771	6·67	74,48,102	1,90,28,355	4,60,763	—11,30,449	705	56·14

N. B.—Statistics for the periods prior to 1901 will be found in appendix 38 to the Report for 1907.

* From 1st July 1900 to 31st December 1901.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Raja-ki-Mandi (Agra) to Kosi	3-12-04	56·66	
Kosi to Delhi Sadr	15-11-04	62·62	
Delhi Sadr to Delhi	1-3-05	0·43	
Total main line	...		119·71
Branch—			
Kosi to Sanket	24-2-06	...	5·95
TOTAL AGRA-DELHI CHORD	...	...	125·66

Details of construction—

Permanent-way.—The main line, 120·04 miles, is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chair spiked with 3 spikes to deodar sleepers, and the branch, 5·95 miles (Kosi to Sanket), is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The line is fully fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Contracts—

This railway is being worked under the following contract:—

Contract of—5th February 1909 (between the Secretary of State and the Great Indian Peninsula Railway Company) for maintenance and working of this railway as a part of the undertaking.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.

Currency of contract.— } The contract is current from the day on which the line was opened throughout
Power to determine contract.— } for public traffic and is to continue in force until terminated on the 30th June or 31st December either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

Terms of working.—The charge for working expenses of the Agra-Delhi Chord railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula railway "undertaking" including the Agra-Delhi Chord railway bear to their combined gross earnings. The whole of the net earnings belong to Government.

Rates and fares.—The same as are in force on the Great Indian Peninsula railway undertaking.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3) (6)	Interest. (7)	Gain or loss to the State *pertaining to each calendar year.* (8)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904	119·51	1,05,90,556	18,070	9,992	0·09	2,95,164	—2,85,172	22	44·70
1905	119·75	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	—556	140	47·85
1906	125·99	1,27,90,307	16,46,320	8,15,363	6·37	4,70,283	+3,45,080	254	50·47
1907	125·99	1,28,37,017	16,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87
1908	125·66	1,28,12,755	15,17,793	5,70,112	4·45	4,34,834	+1,35,278	232	62·44
1909	125·66	1,30,68,563	14,74,866	6,22,196	4·76	4,35,293	+1,86,903	226	57·81
1910	125·66	1,34,32,595	17,65,732	7,52,601	5·60	4,45,949	+3,06,652	270	57·38

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Baran to Antah	20-2-07	13·58	
Antah to Kotah	1-5-09	26·71	
Total	...	...	40·29

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sâl sleepers.
Ballast.—The ballast consists of broken stone.
Fencing.—The line is not fenced.
Curves.—The sharpest curve is of 1,809 feet radius.
Gradients.—The ruling gradient is 1 in 150.

Contract—

The line is the property of the State and is being worked under the following contract :—
Contract of—19th March 1909 (between the Secretary of State and the Great Indian Peninsula Railway Company) for maintenance and working of this railway as a part of the undertaking.
The general conditions of the contract are the same as those of the Agra-Delhi Chord railway, 5 (*b*), except that the charge for working this railway is not in any half-year to exceed 50 per cent of its gross earnings.

Statistics of working—

Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
908	13·58	39,38,972	3,536	1,582	0·04	1,29,811	—1,28,229	10	55·26
909	40·29	45,52,438	48,152	23,181	0·51	1,49,921	—1,26,740	28	51·8
910	40·29	45,67,295	1,03,829	52,720	1·15	1,51,068	—98,348	50	49·22

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Itarsi to Hoshangabad	1-6-82	10·89	
Hoshangabad to Bhopal	18-11-84	46·22	
Total main line	...	...	57·11
Branch—			
Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal	11-11-95	0·28	0·28
TOTAL	...	...	57·39

Details of construction—

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.
Ballast.—The line is fully ballasted throughout with broken stone.
Fencing.—The line is fenced throughout.
Curves.—There are no curves with a radius of less than 990 feet.
Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Contract and agreements—

The Bhopal-Itarsi railway is worked under the following :—

Agreements of—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880, for division of profits.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—The British Government have paid for the portion, 13·11 miles, in British territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 13 lakhs ; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

Currency of contract.—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

Power of Company to surrender contracts.—Nil.

Terms of working.—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

Rates and fares.—The same rates and fares as are in force on the Great Indian Peninsula railway.

Statistics of working—

TABLE I.												TABLE II.			
Bhopal-Itarsi (British section).							Bhopal-Itarsi (Native State section).					British section.		Native State section.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (10).	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)	(3)	(4)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Miles.	Rs.	Rs.	Rs.		Rs.		Rs.	
1889.	13·00	12,50,000	79,163	−5,422	...	50,000	−55,422	44·11	48,40,846	2,67,936	−18,351	...	117	106·85	117	106·85
1890.	13·00	12,85,077	87,765	−16,572	...	50,351	−66,923	44·11	50,00,000	2,97,049	−56,093	...	130	118·88	130	118·88
1891.	13·00	15,13,568	1,30,884	48,607	3·21	57,713	− 9,106	44·11	50,00,000	4,60,431	1,73,154	3·46	200	62·50	199	62·50
1892.	13·00	17,46,208	1,53,099	56,397	3·23	69,131	−12,734	44·11	50,00,000	4,47,797	1,65,883	3·32	226	63·16	195	62·96
1893.	13·11	20,25,058	1,69,162	52,038	2·57	78,429	−26,391	44·00	50,00,000	4,24,236	1,30,925	2·62	248	69·17	185	69·17
1894.	13·11	21,71,496	1,61,638	61,455	2·83	83,509	−22,054	44·00	50,00,000	3,80,217	1,44,607	2·89	237	61·98	166	61·97
1895.	13·11	22,47,963	1,42,658	46,114	2·05	89,323	−43,209	44·28	50,00,000	3,18,074	1,02,821	2·06	209	67·68	138	67·67
1896.	13·11	22,71,877	1,63,688	62,744	2·76	90,107	−27,363	44·28	50,00,000	3,61,363	1,38,532	2·77	241	61·75	157	61·63
1897.	13·11	22,97,134	1,52,215	61,135	2·66	91,805	−30,670	44·28	50,00,000	3,31,379	1,33,096	2·66	223	59·84	144	59·84
1898.	13·11	23,24,365	1,93,364	79,435	3·42	92,477	−13,042	44·28	50,00,000	4,17,010	1,71,375	3·43	284	58·81	181	58·90
1899.	13·11	23,61,938	2,09,611	84,080	3·56	93,303	− 9,223	44·28	50,00,000	4,47,225	1,79,444	3·59	307	59·89	194	59·88
1900.	13·11	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	44·28	50,00,000	5,35,369	2,67,288	5·35	375	50·12	234	50·06
1901.	13·11	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	44·28	50,00,000	5,85,152	2,88,838	5·78	430	50·75	254	50·64
1902.	13·11	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	44·28	50,00,000	6,37,038	3,16,683	6·33	508	51·51	278	49·74
1903.	13·11	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	44·28	50,00,000	6,31,911	3,21,328	6·43	553	49·48	276	48·84
1904.	13·11	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	44·28	50,00,000	6,43,742	3,22,374	6·45	583	50·14	279	49·81
1905.	13·11	31,76,934	3,25,637	1,67,305	5·27	1,23,241	+44,064	44·28	50,00,000	5,21,619	2,67,959	5·36	477	48·57	227	48·63
1906.	13·11	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	44·28	50,00,000	5,66,833	2,81,376	5·63	531	50·37	246	50·36
1907.	13·11	33 98,742	4,83,589	2,27,071	6·68	1,04,145	+1,22,926	44·28	50,00,000	7,32,284	3,44,438	6·88	710	53·04	318	52·96
1908.	13·11	35,34,132	4,29,276	1,62,302	4·59	1,19,624	+42,678	44·28	50,00,000	6,11,033	2,31,222	4·62	630	62·19	265	62·16
1909.	13 11	36,27,495	4,68,717	1,98,456	5·47	1,20,102	+78,354	44·28	50,00,000	6,50,553	2,75,516	5·51	688	57·66	283	57·65
1910.	13·11	37,52,643	5,70,169	2,47,995	6·61	1,23,711	+1,24,284	44·28	50,00,000	7,66,302	3,33,839	6·68	836	56·50	333	56·44

N.B.—Statistics for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Bhopal to Ujjain	11-11-95	113·27	113·27

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.
Ballast.—The line is fully ballasted throughout with broken stone.
Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.
Curves.—There are no curves with a radius of less than 990 feet.
Gradients.—The ruling gradient is 1 in 150.

Contract and agreements—

The railway is worked under the following:—

Agreements of—4th August 1896 (between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working the Bhopal-Parbati section.

4th August 1896 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working the Parbati-Ujjain section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

The general conditions are as follows:—

Government aid.—Nil. The Bhopal-Parbati section is owned by the Bhopal Durbar and the Parbati-Ujjain section by the Gwalior Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bhopal-Parbati section the Company retains out of the gross receipts a sum bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system including branches as the gross receipts of the section bear to the whole gross receipts of that system including branches.

For the Parbati-Ujjain section the Company retains 50 per cent of its gross receipts for each half-year, and receives rent for works, &c., in sole and joint use at Ujjain Junction and rent for the telegraph lines and instruments when not the property of the railway.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	113·52	69,69,331	1,958	979	0·01	...	50·00
1896	113·52	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897	113·52	75,36,180	3,72,337	1,84,660	2·45	63	50·40
1898	113·27	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899	113·27	76,54,290	5,82,341	2,77,911	3·63	99	52·28
1900	113·27	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901	113·27	77,61,569	5,45,956	2,62,044	3·38	93	52·00
1902	113·27	78,02,855	5,82,063	2,77,292	3·55	99	52·36
1903	113·27	78,11,402	4,44,766	2,14,841	2·75	76	49·85
1904	113·27	78,14,670	4,54,721	2,17,562	2·78	77	49·99
1905	113·27	78,35,712	6,08,240	2,96,639	3·79	103	51·23
1906	113·27	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907	113·27	78,58,669	7,81,578	3,74,678	4·77	133	52·06
1908	113·27	78,62,989	7,70,325	3,45,421	4·39	131	55·16
1909	113·27	78,72,658	8,23,957	3,82,457	4·86	148	53·58
1910	113·27	78,73,354	8,65,310	4,05,340	5·15	147	53·16

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
From the joint boundary of the Indian Midland and Bina-Goona-Baran railways, a point 2·00 miles from the centre of Bina station, to Goona	23-9-95	71·71	
From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,850 feet)	15-5-99	73·90	
TOTAL BINA-GOONA-BARAN ...	...	...	145·61

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main-head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Contract and agreements—

The railway is worked under the following :—

Agreements of—15th July 1896 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Bina-Goona section.

12th May 1899 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Goona-Dharnaoda section.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working the Dharnaoda-Chabra section.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working the Chabra-Baran section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

Agreement of—16th March 1905 between the Tonk and Gwalior Durbars for purchase by the latter of the Dharnaoda-Chabra section.

The general conditions are as follows :—

Government aid.—Nil. The Bina-Goona, Goona-Dharnaoda and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bina-Goona section the Company retains 50 per cent of its gross receipts for each half-year, and receives rent for works, etc., in sole and joint use at Bina junction, and rent for telegraph lines and instruments when not the property of the railway.

For the Goona-Dharnaoda, Dharnaoda-Chabra and Chabra-Baran sections the Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile open in each half-year) bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system as the gross receipts of each section bear to the whole gross receipts of that system. This sum not to exceed 50 per cent of the gross receipts in the case of the Goona-Dharnaoda section.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	72·18	49,81,035	4 8,701	22,198	...	19	54·42
1896	72·18	54,16,074	91,140	36,821	0·68	24	59·60
1897	71·74	87,73,621	1,02,386	43,446	0·50	27	57·57
1898	71·74	97,66,068	1,30,004	58,040	0·59	35	55·36
1899	145·21	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900	145·21	1,00,21,605	4,34,847	2,20,490	2·20	57	49·29
1901	145·59	1,00,43,286	2,52,716	1,22,970	1·22	33	51·34
1902	145·63	99,14,442	2,38,825	1,12,945	1·14	32	52·71
1903	145·63	99,62,459	3,21,585	1,55,600	1·56	42	49·49
1904	145·63	99,87,016	3,91,886	1,90,897	1·91	52	51·28
1905	145·63	99,90,394	3,68,669	1,81,269	1·81	49	50·83
1906	145·63	99,94,053	4,90,644	2,41,081	2·41	65	50·72
1907	145·63	99,94,424	5,63,802	2,71,691	2·72	74	51·81
1908	145·63	99,96,263	4,13,370	1,88,397	1·88	55	54·42
1909	145·63	1,00,08,750	2,79,897	1,27,960	1·28	37	54·28
1910	145·61	1,00,13,493	3,28,511	1,53,287	1·53	43	53·34

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*g*) Indian Midland railway (5′ 6″ gauge)—

Chairman.—The Right Hon'ble Sir Andrew R. Scoble, K.C.S.I., K.C.

Secretary.—R. H. Walpole, Esq.

Offices.—48, Copthall Avenue, London, E.C.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Bhopal to Jhansi	1-1-89	179·92	
Jhansi to Gwalior	1-3-89	60·39	
Gwalior to Hetampur	20-12-79	32·40	
Hetampur to Dholpur	15-5-81	8·55	
Dholpur to Agra Cantonment	10-1-78	36·05	
Junction with Agra-Delhi Chord railway at Agra to terminal point of Belanganj Goods Depôt.	27-2-06	1·75	
Junction with Agra-Delhi Chord railway to Idgah	1-3-05	1·27	
Total, main line	...	...	320·33
Branches—			
Manikpur branch—			
Jhansi to Mau Ranipur	5-6-89	39·96	
Mau Ranipur to Banda	1-8-89	78·96	
Banda to Manikpur	15-2-89	61·45	
		180·37	
Cawnpore branch—			
Jhansi to Chaunrah	1-2-88	94·97	
Chaunrah to Cawnpore	1-4-86	40·93	
Moth quarry	...	2·78	
		138·68	
Bina to point of junction with Bina-Goona-Baran railway	1-5-95	2·00	
Bhopal to point of junction with Bhopal-Ujjain railway	11-11-95	0·21	
		2·21	
Bina-Saugor-Katni branch—			
Bina to Saugor	5-6-89	46·24	
Saugor to Damoh	26-3-98	47·83	
Damoh to Katni	1-1-99	67·88	
From centre of Katni-Murwara station to junction with Bengal-Nagpur railway	1-1-90	0·71	
Connecting link with East Indian railway at Katni-Murwara from points in Indian Midland railway main line to junction with East Indian railway.	1-1-99	0·34	
		163·00	
Ait to Kunch	7-12-03	8·50	
Total branches	...	...	492·76
TOTAL OPEN MILEAGE, INDIAN MIDLAND RAILWAY	...	...	813·09

Details of construction—

Permanent-way.—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid with East Indian railway 75-lb. double-headed steel rails on Denham-Olphert's sleepers. The East Indian railway type rails and Denham-Olphert's sleepers are being gradually renewed with Indian Midland railway 80-lb. flat-footed steel rails and cast iron oval pots.

Ballast.—The line is ballasted with gravel, laterite, kunkur or stone.

Fencing.—The main line is fenced throughout and the branches are partially fenced.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Contracts—

The railway is worked under the following contracts:—

Contracts of—2nd October 1885—Indian Midland Railway Company's principal contract.

18th March 1890—Contract for the acquisition of the Scindia railway.

13th June 1896—Contract for the Saugor-Katni railway.

21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

Government aid.—Interest at 4 per cent per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company raising only the amount required for expenditure in England.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*g*) Indian Midland railway (5′ 6″ gauge)—*concld.*

Contracts—*concld.*

Currency of contracts—(1) *Indian Midland railway contract.*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three consecutive half-years. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900; but the Indian Midland Railway Company's right to a 4 per cent guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.

(2) *Scindia and Saugor-Katni railways' contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885 to which they are supplemental.

NOTE.—The contract of 2nd October 1885 between the Secretary of State and the Indian Midland Railway Company terminated on the 31st December 1910, and the Indian Midland Railway Company ceased to exist; but the system continues to be worked by the Great Indian Peninsula Railway Company under the terms of their contract, dated the 21st December 1900, with the Secretary of State for India.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on—(i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1886	41·75	1,56,03,829	92,338	17,412	0·15	15,06,032	...	−14,88,620	43	81·14
1887	41·75	4,18,87,023	1,74,810	33,870	0·11	16,61,068	...	−16,27,198	80	80·62
1888	136·25	6,04,53,467	6,56,836	1,80,430	0·30	24,87,101	...	−23,06,671	99	72·53
1889	677·35	7,84,45,085	27,22,156	5,95,049	0·76	30,32,347	...	−24,36,298	92	78·10
1890	677·35	8,32,79,427	31,24,365	5,99,780	0·72	33,94,210	...	−27,94,430	86	80·80
1891	677·35	8,52,46,148	41,62,361	13,52,172	1·59	33,12,200	...	−19,60,028	115	67·51
1892	677·35	8,65,79,006	44,77,625	17,26,260	1·99	37,23,985	...	−19,97,725	124	61·45
1893	677·35	8,71,62,843	44,59,053	17,00,409	1·95	41,40,194	...	−24,39,785	123	61·87
1894	677·35	8,78,06,437	52,22,033	22,02,334	2·51	42,59,815	...	−20,57,481	144	57·83
1895	679·12	8,81,49,985	44,91,707	16,48,360	1·87	45,97,495	...	−29,49,135	124	63·30
1896	679·56	9,25,53,896	48,51,951	20,17,929	2·18	44,23,983	...	−24,06,154	134	58·41
1897	679·56	9,77,94,421	54,89,540	24,06,565	2·46	42,53,893	...	−18,47,328	150	56·16
1898	727·35	9,96,74,805	56,25,823	25,11,911	2·52	39,91,036	...	−14,79,125	147	55·35
1899	796·25	10,16,34,077	64,77,226	27,82,950	2·74	39,75,411	...	−11,92,461	152	57·03
1900	796·25	10,31,35,002	90,60,560	48,72,287	4·72	37,79,189	1,97,555	+8,95,543	213	46·23
1901	796·25	10,58,27,081	82,43,068	42,50,587	4·02	39,22,132	...	+3,28,455	199	48·43
1902	796·53	10,62,11,714	90,49,628	44,74,612	4·21	41,04,505	...	+3,70,107	209	50·55
1903	805·03	10,98,96,302	80,91,722	40,92,942	3·72	41,85,502	...	−92,560	180	49·35
1904	805·03	11,22,35,779	82,90,712	41,48,862	3·70	42,59,767	...	−1,10,905	183	49·96
1905	807·90	11,31,43,178	79,91,323	40,84,528	3·61	42,77,173	...	−1,92,645	178	48·89
1906	809·85	11,41,69.155	98,69,294	49,19,560	4·31	42,96.283	2,254	+6,21,023	234	50·15
1907	809·85	11,51,84,261	1.14,73,958	53,43,778	4·64	43,03,928	1,42,441	+8,97,409	256	53·43
1908	812·96	11,68,93,005	96,70,079	35,73,264	3·06	44.21.737	...	−8,48,473	229	63·05
1909	813·10	12.27,71,141	93.20,173	38,88,822	3·17	45.20.236	2,751	−6.34,165	220	58·28
1910	813·09	12,42,18,825	97,64,356	42,05,894	3·39	50,71,549	...	−8,65,655	231	56 93

N.B.—Statistics for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.

5 (*h*) Gwalior Light railway (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Gwalior to Sipri	2-12-99	73·81	
Gwalior to Bhind	2-12-99	52·33	
Gwalior to Jora Alapur	1-1-04	31·84	
Jora Alapur to Sabalgarh	1-12-04	26·05	
Sabalgarh to Birpur	1-11-08	19·55	
Birpur to Sheopur Kalan	15-6-09	46·88	
TOTAL ...	...	...	249·96

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*h*) Gwalior Light railway (2′ 0″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sâl and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.

Gradients.—The ruling gradient is 1 in 60.

Agreement—

The railway is worked under the following agreement :—

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

Currency of contract.—Either party may determine the agreement by giving six months' notice.

Terms of working.—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments, for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith, and 5 per cent per annum for construction and maintenance of accommodation required for the exclusive use of the light railway ; 7½ per cent for ballast, permanent-way, etc., including maintenance and renewal, *plus* 10 per cent to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

Rates and fares.—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	126·14	22,79,267	4,094	—4,113	...	6	258·32
1900	126·14	27,10,557	84,617	—137	...	13	100·16
1901	126·14	31,00,762	82,227	—520	...	13	100·63
1902	126·14	39,77,104	1,09,577	9,346	0·23	17	91·47
1903	126·14	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	183·53	46,62,993	1,83,284	52,501	1·13	22	71·36
1905	183·13	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	183·53	57,87,428	2,58,222	1,12,211	1·94	27	56·54
1907	183·53	63,00,513	3,08,791	1,15,709	1·84	32	62·52
1908	203·09	66,13,092	2,61,725	99,262	1·50	25	62·07
1909	249·96	68,19,209	2,52,537	85,063	1·25	20	66·32
1910	249·96	68,57,494	3,69,295	1,74,444	2·54	29	52·76

5 (*i*) Matheran Light railway (2′ 0″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Neral to Matheran	22-3-07	12·61	12·61

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Agreement—

This railway is maintained and worked under the following :—

The order accompanying Bombay Government, Public Works Department, (Railway) Notification No. 34, dated the 28th July 1904.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*concld.*

5 (*i*) Matheran Light railway (2′ 0″ gauge)—*concld.*

Agreement—*concld.*

Agreement of—30th October 1909 (between the Promoter and the Great Indian Peninsula Railway Company) for working.

The general conditions are as follows :—

Government aid.—Free provision of Government land.

Currency of agreement.—The working agreement is terminable at 6 months' notice from either party. Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or at the expiration of any subsequent period of five years, at 25 times the average net earnings of the undertaking for the three calendar years immediately preceding the date of purchase.

Terms of working.—The maintenance of way and works, except as provided for in the agreement, shall be carried out by the Matheran railway, who will be responsible for the provision of rolling-stock, etc. The Great Indian Peninsula Railway Company shall undertake all arrangements for moving the trains and traffic and for keeping and auditing the accounts at actual cost.

Rates and fares.—Certain maxima and minima have been fixed.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	12·61	10,11,300	17,529	−12,783	...	34	172·92
1908	12·61	10,55,007	53,410	8,456	0·80	82	84·17
1909	12·61	11,12,071	64,873	27,612	2·48	99	57·44
1910	12·61	11,34,119	55,951	13,483	1·19	130	75·90

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—**

Chairman.—Colonel Sir William S. S. Bisset, K.C.I.E., R.E.

Secretary.—Lieut-Col. H. Bonham-Carter, R.E.

Offices.—91, York Street, Westminster, S.W.

The old Madras railway contract having expired on the 31st December 1907 the Secretary of State for India made over, on the 1st January 1908, the then existing Madras railway (with the exception of the Jalarpet-Mangalore section) together with the 3′ 3⅜″ gauge sections of the South Indian railway, from Katpadi to Gudur and Pakala to Dharmavaram, to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—

The Madras and Southern Mahratta railway system is made up of—

	Miles.
(*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)	1,031·73
(*b*) Kolar Gold-fields railway (5′ 6″ gauge)	9·88
(*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)	1,520·80
(*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)	51·80
(*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)	37·92
(*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)	32·00
(*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)	51·35
(*h*) Kolhapur railway (3′ 3⅜″ gauge)	29·27
(*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)	15·80
(*j*) Mysore-section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)	296·23
(*k*) Sangli railway (3′ 3⅜″ gauge)	4·90
(*l*) West of India Portuguese railway (3′ 3⅜″ gauge)	51·10
Total	3,132·77

Running powers—

Foreign lines over home line—		Miles.
Bengal-Nagpur railway, Waltair to Vizagapatam (including wharf and swamp lines)	for passenger and goods trains.	4·97
Nizam's Guaranteed State railway, Distant signal at Bezwada to Bezwada station		0·89
South Indian railway, over whole or any part of Madras-Bangalore section		219·00
	Total	224·86

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—

The Madras and Southern Mahratta 5′ 6″ gauge railway is defined to be the late Madras railway (with the exception of the Jalarpet-Mangalore section) and the southern section of the old East Coast State railway, called the North-East line of the late Madras railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
SOUTH-WEST LINE—		Miles.	Miles.
Main line—			
Madras to Veyasarpaudy	7-4-73	2·16	
Veyasarpaudy to (Arcot) Walajah Road	1-7-56	63·22	
Walajah Road (Arcot) to Katpadi	7-5-57	14·96	
Katpadi to Gudiyattam	19-5-58	15·36	
Gudiyattam to Ambur	16-1-60	17·01	
Ambur to Vaniyambadi	1-2-60	9·98	
Vaniyambadi to Jalarpet	23-5-60	9·86	
Total Main line	...	132·55	
Branches—			
Rayapuram branch—			
Veyasarpaudy to Rayapuram	1-7-56	2·16	
Rayapuram to Beach	22-1-00	1·03	
Washermenpet to Basin bridge	15-3-07	1·05	
		4·24	
Ranipet Branch—			
Walajah Road (Arcot) to Ranipet	17-4-99	4·17	
Bangalore branch—			
Jalarpet Junction to Bangalore Cantonment	1-8-64	84·37	
Bangalore Cantonment to Bangalore City	1-7-82	3·05	
		87·42	
TOTAL BRANCHES	...	95·83	
TOTAL, SOUTH-WEST LINE	...	...	228·38
NORTH-WEST LINE—			
Main line—			
Arkonam to Nagari	4-3-61	17·27	
Nagari to Puttur	8-12-61	9·59	
Puttur to Renigunta	15-9-62	14·46	
Renigunta to Reddipalle	1-10-64	38·02	
Reddipalle to Cuddapah	1-9-65	39·59	
Cuddapah to Muddanuru	1-8-66	34·31	
Muddanuru to Tadpatri	1-9-68	32·07	
Tadpatri to Gooty	1-8-69	29·72	
Gooty to the Tungabhadra river	12-12-70	75·33	
Tungabhadra to Raichur	15-3-71	17·92	
TOTAL, NORTH-WEST LINE	...	...	308·28
NORTH-EAST LINE—			
Main line—			
Basin bridge to Korukkupettai	15-3-07	0·85	
Washermenpet to Ennur	22-2-96	8·25	
Ennur to Gudur	23-2-99	75·25	
Gudur to Nellore	*1-11-88	23·75	
Nellore to Kistna Canal	20-12-98	155·00	
Kistna Canal to Bezwada	15-7-97	3·06	
Bezwada to Kovvur	20-2-93	88·24	
Kovvur to Rajahmundry	6-8 00	4·69	
Rajahmundry to the Junction point near Waltair	15-7-93	119·80	
Simhachulam Junction point near Waltair station to Waltair	15-7-93	4·25	
TOTAL, MAIN LINE	...	483·14	
Branches—			
Samalkot Junction to Cocanada port branch	15-7-93	9·75	
Waltair to end of branch near Vizagapatam station	15-7-93	2·18	
TOTAL BRANCHES	...	11·93	
TOTAL, NORTH-EAST LINE	...	...	495·07
TOTAL, MADRAS AND SOUTHERN MAHRATTA (5′ 6″ gauge)	...	...	1,031·73
DOUBLE LINE—			
Washermenpet to Basin bridge	15-3-07	1·05	
Washermenpet to Veyasarpaudy	14-9-01	1·02	
Madras to Veyasarpaudy Junction	7-4-73	2·16	
Veyasarpaudy Junction to Perambur	7-2-74	1·30	
Perambur to Avadi	1-5-77	9·54	
Avadi to Tiruvallur	20-7-77	12·89	
Tiruvallur to Arkonam	28-8-77	16·52	
Bengal-Nagpur railway north distant signal to north facing point at Waltair	...	0·46	
TOTAL DOUBLE LINE	...	44·94	

* The date of opening of the original 3′ 3⅜″ gauge line which was converted to, and opened on, the 5′ 6″ gauge on the 1st November 1899.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The North-West and South-West lines are laid with 80-lb. bull-headed steel rails on cast iron pots, each weighing 112 lbs. The North-East line is laid with 75-lb. flat-footed steel rails on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the latter.

Fencing.—The line is fenced throughout on the North-West and South-West lines and on the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghat where it is 1 in 66); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 66); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

Contracts—

The Madras and Southern Mahratta railway is worked under the following contracts :—

Contracts of—1st June 1882.—Old Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

26th June 1908.—Contract supplemental to those mentioned above providing for the continuance of the existing contracts with variations and modifications and for working as part of the same undertaking the portions of the old Madras railway as well as the sections of the South Indian railway taken over.

The general conditions of the contracts are as follows :—

Government aid.—Interest in sterling on the nominal amount of the capital stock of the Company at 3½ per cent per annum is guaranteed.

Provision of capital.—The capital of the Company's and State lines shall be taken as £16,500,000, of which £11,500,000 shall be taken to be the capital of the Secretary of State and the balance £5,000,000 as the capital of the Company. All monies required for further capital expenditure shall, at the option of the Secretary of State, be provided either by means of advances by the Secretary of State or by the issue of debentures or debenture stock or by the issue of further capital stock by the Company.

Currency of contract.—The contract may be determined by the Secretary of State on the 31st December 1937 or on the 31st December in any succeeding fifth year by giving to the Company twelve months' previous notice. Upon the termination of the contract the Company are to give the Secretary of State the possession of the railway, and the Secretary of State is to pay the Company a sum equal to the nominal amount of its capital, *viz.*, £5,000,000 and any additional capital stock that may have been issued for the purpose of the Company's and State lines.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the Company's and State lines the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 (limited to Rs. 15 per mile of open line per half-year) or if exceeding Rs. 1,000 but not exceeding Rs. 2,000 classed as a "Minor work" subject to a maximum charge on such account of Rs. 23,000 in each half-year and a payment of Rs. 40 for every mile of line open for traffic to be made half-yearly to Government for supervision) and contribution to the provident fund, the net earnings are to be applied :—

(i) in payment to the South Indian Railway Company for haulage 25 per cent of the gross earnings derived by the Madras-Bangalore section from all traffic carried over that section in the trains of the South Indian railway and in addition a rebate of 25 per cent of gross earnings derived by the Madras-Bangalore section from traffic interchanged with Jalarpet-Mangalore section *viâ* Jalarpet Junction;

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*concld.*

Contracts—*concld.*

(ii) in payment to the Kistna District Board of such a sum not exceeding in any year 10 per cent of the earnings from traffic interchanged between the Madras and Southern Mahratta railway system and the Bezwada-Masulipatam railway as shall together with the net earnings of the latter railway for the year be equal to the interest for the year at the rate of 3½ per cent per annum on the actual capital expenditure of that railway;

(iii) in payment of interest on the Company's debenture and debenture stock which shall for the time being be outstanding.

And the surplus (if any) is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital for the time being (exclusive of debenture capital) shall have been contributed by them. The Secretary of State to be entitled to deduct from the share of surplus receipts payable to the Company, the equivalent of the guaranteed interest at 3½ per cent per annum on the capital stock of the Company, paid by the Secretary of State to the Company; but if such share of surplus in any year be less than the guaranteed interest for that year, the deficiency shall not be made good out of the share of surplus receipts for any subsequent year.

Rates and fares.—The Secretary of State will from time to time authorize maxima and minima rates within which the Company shall be entitled to vary its rates. If the Secretary of State shall require the Company to reduce the rate for salt below that now in force, he shall compensate the Company for any loss thence ensuing.

Statistics of Working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	1,031·73	16,69,79,297	1,64,22,663	44,96,942	2·69	306	72·62
1909	1,031·73	17,06,51,720	1,79,33,335	72,97,315	4·28	334	59·31
1910	1,031·73	17,37,06,686	1,88,12,095	80,93,571	4·66	351	56·98

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore Durbar in order to provide facilities for the gold-fields.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Bowringpet to Marikuppam	1-6-94	9·88	9·88

Details of construction—

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Contract and agreement—

The railway is worked under the following:—

Agreement of—1st July 1902 (between the Mysore Government and the old Madras Railway Company) for working and maintenance with effect from 1st January 1901.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement of 1st July 1902 with modifications.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

Kolar Gold-fields railway (5′ 6″ gauge)—*concld.*

Contract and agreement—*concld.*

The general conditions are as follows :—

Government aid.—The line is the property of the Mysore Durbar.

Currency of agreement.—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

Terms of working.—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, with 5 per cent of the gross earnings of the railway for rolling-stock; and as from the 1st July 1908, after deducting from the net earnings, the interest on any capital expenditure after 31st December 1907, one-twentieth part of the residue will be paid to the Company.

Rates and fares.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras and Southern Mahratta railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	9·88	11,20,330	2,17,661	91,877	8·20	421	57·79
1902	9·88	11,38,480	2,16,629	84,864	7·45	422	60·83
1903	9·88	11,62,504	2,07,257	75,237	6·47	403	63·70
1904	9·88	11,73,128	2,44,744	89,230	7·61	476	63·54
1905	9·88	11,87,864	1,88,402	67,600	5·69	367	64·12
1906	9·88	11,96,520	2,00,400	68,275	5·71	390	65·93
1907	9·88	12,02,068	2,11,153	55,749	4·64	411	73·60
1908	9·88	12,07,860	1,98,191	51,095	4·23	386	74·22
1909	9·88	12,09,189	1,59,004	52,789	4·36	309	66·83
1910	9·88	12,06,368	1,55,747	54,733	4·54	303	64·86

N. B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—

The Madras and Southern Mahratta 3′ 3⅜″ gauge railway is the old Southern Mahratta railway in amalgamation with the sections of the South Indian railway taken over, Pakala to Dharmavaram and Katpadi to Gudur, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Frontier to Castle Rock	3-2-88	3·63	
Castle Rock to Deuli	15-6-87	2·75	
Deuli to Dharwar	24-1-87	56·00	
Dharwar to Hospet	1-7-85	101·25	
Hospet to Bellary	24-3-84	40·51	
Bellary to Guntakal*	16-5-87	29·99	
Guntakal to Nandyal	11-7-87	90·25	
Nandyal to Cumbum	15-6-90	63·18	
Cumbum to Tadepalli	3-10-89	122·41	
Tadepalli to Bezwada	...	2·97	
Total Main line carried over	...	...	512·94

* This section was opened through in 1871 as a 5′ 6″ gauge branch of the old Madras railway, but was subsequently made over to the old Southern Mahratta Railway Company on 1st February 1887 and converted to 3′ 3⅜″ gauge on the 16th May 1887.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward	...	....	512·94
Branches—			
Harihar branch—			
Hubli to Harihar (temporary station)	18-10-86	81·00	
Temporary station to permanent station	21-2-89		
Bijapur branch—			
Gadag to Hotgi	1-8-84	173·08	
Poona branch—			
Londa to Belgaum	21-3-87	33·00	
Belgaum to Miraj	22-12-87	85·88	
Miraj to Koregaon	2-5-87	76·00	
Koregaon to Ghorpuri	18-11-86	83·07	
Ghorpuri to Poona	4-10-90	0·91	
		278·86	
Guntakal-Mysore Frontier Branch—			
Guntakal to Dharmavaram	1-3-92	62·95	
Dharmavaram to Hindupur	23-4-93	49·28	
Hindupur to Mysore Frontier	17-7-93	7·27	
		119·50	
Bellary-Rayadrug branch—			
Bellary to Rayadrug	1-7-05	33·35	
Hospet-Kottur branch—			
Hospet to Kottur	1-4-05	43·06	
Ramandrug to Ramanamalai	1-12-06	4·97	
Nagalapuram to Fortwall	24-5-09	2·84	
Fortwall to Kanivihalli	1-10-10	6·79	
		57·66	
Katpadi-Dharmavaram branch—			
Katpadi to Pakala	18-3-91	39·48	
Pakala to Vayalpad	1-1-92	46·69	
Vayalpad to Dharmavaram	20-3-92	94·14	
		180·31	
Pakala-Gudur branch—			
Pakala to Tirupati West	18-3-91	25·05	
Tirupati West to Gudur	15-9-87	59·05	
		84·10	
Total branches	...	...	1,007·87
TOTAL OPEN LINE	...	...	1,520·80

Details of construction—

Permanent-way.—The rails in use are of 41½-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, sal, jamba, pine and Australian eucalyptus and steel trough.

Ballast.—The line is ballasted with stone, gravel, sand and moorum.

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve is of 573 feet radius, situated on the section between Bellary and Rayadrug.

Gradients.—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

Contracts—

This railway forms an integral part of the Madras and Southern Mahratta projected railway and the contracts for working are the same as apply to the Madras and Southern Mahratta 5′ 6″ gauge railway, 6 (*a*).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number Main head 6 / Sub-heads (*a*) to (*l*). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

	Table I. Includes the Madras and Southern Mahratta railway (5′ 6″ gauge), 6(*a*).									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1908 . .	2,542·85	29,65,72,872	2,82,50,979	97,96,140	3·30	85,17,070	59,81,910	5,84,312	—52,86,852	214	65·32
1909 . .	2,545·74	30,21,58,743	2,97,72,171	1,19,36,693	3·95	91,55,944	73,25,715	5,58,508	—51,03,474	225	59·91
1910 . .	2,552·53	30,63,87,664	3,11,30,143	1,30,92,155	4·27	92,69,791	73,25,715	8,19,124	—43,22,475	235	57·94

6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—

Progress in opening.

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Bezwada to Masulipatam	4-2-08	49·47	
Masulipatam to Masulipatam Port (Tidal Lock)	1-1-09	2·33	
Total .	...	...	51·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—The line is ballasted 30 miles with stone and the remainder with sand.

Fencing.—The station yards only are being fenced.

Curves.—The radius of the sharpest curve is 1,146 feet.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

The railway is worked under the following contracts :—

Contracts of—4th February 1908 (between the District Board of Kistna and the Madras and Southern Mahratta Railway Company) for maintenance and working.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) modifying the contract of 4th February 1908.

The general conditions of the contracts are as follows :—

Government aid.—The line is the property of the District Board of Kistna. The Madras and Southern Mahratta Railway Company shall pay to the District Board of Kistna, by way of rebate, such a sum not exceeding 10 per cent of the share attributable to the Company's system of the gross earnings from traffic interchanged between the Company's system and their railway as shall, together with the net earnings of this railway, make up an amount equal to interest for the year at the rate of 3½ per cent on the total expenditure charged in the capital account.

Currency of contract.—The contract is current for a period of 30 years. Government reserves the right to purchase the line at the expiry thereof or at subsequent periods of 10 years on 12 months' notice at a price 25 times the yearly average net earnings excluding rebate payments of three years preceding the purchase with a maximum price of 120 and a minimum of 100 per cent of cost price on a rupee basis.

Terms of working.—The line is worked by the Madras and Southern Mahratta Railway Company at 45 per cent of gross earnings. The balance, after meeting the cost of "New minor works" not exceeding Rs. 1,000, is paid to the District Board.

Rates and fares.—The same as are in force on the Madras and Southern Mahratta railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	49·47	20,02,813	2,72,333	1,49,783	7·48	117	45·00
1909	51·80	21,24,465	3,29,527	1,80,804	8·51	122	45·13
1910	51·80	21,56,748	3,07,417	1,66,821	7·73	114	45·73

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (l)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Birur to Shimoga	1-12-99	37·92	37·92

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Contract and agreement—

The railway is worked under the following :—

Agreement of—2nd December 1899 (between the Government of His Highness the Maharaja of Mysore and the old Southern Mahratta Railway Company) for maintenance and working.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement of 2nd December 1899 with modifications.

The general conditions are as follows :—

Government aid.—The line is the property of the Mysore Durbar.

Currency of contracts.—Either party may determine the agreement of 2nd December 1899 on giving twelve months' notice on the 1st January or 1st July in any year. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the agreement the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway, at a valuation.

Terms of working.—The working expenses of the system, excluding expenditure on new minor works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The share thus arrived at, which is retained by the Company for working, *plus* the cost of 'New minor works' (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), which is debited direct to the railway and from 1st July 1908 five per cent of the gross earnings of the railway to be paid to the Company for supply of rolling-stock until such time as the Mysore Government provide the rolling-stock themselves, is deemed to be the working expenses of the railway. From the 1st July 1908, after deducting interest on any capital expenditure incurred after 31st December 1907, one-twentieth part of the residue of net earnings will be paid to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	37·92	24,01,338	62,058	16,993	0·71	31	72·62
1902	37·92	24,05,667	64,606	23,367	0·97	33	63·83
1903	37·92	24,07,802	61,520	24,206	1·01	31	60·65
1904	37·92	24,06,391	68,224	24,628	1·02	35	63·90
1905	37·92	23,98,543	80,672	31,102	1·30	41	61·45
1906	37·92	23,94,973	1,11,176	44,988	1·88	56	59·53
1907	37·92	23,94,973	1,36,926	57,150	2·39	69	58·26
1908	} Included with the Mysore section (Madras and Southern Mahratta), 6 (*f*)						
1909							
1910						...	...

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

6 (*f*) Dhone-Kurnool railway (3′3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Dronachellam to Kurnool	1-1-09	32·00	32·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼lb. flat-footed steel rails and old pattern second hand steel sleepers.

Ballast.—The ballast consists of sand throughout.

Fencing.—The line has not yet been fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

The railway is being worked under an agreement which is in force from 1st January 1909 (between the Secretary of State and the Madras and Southern Mahratta Railway Company).

The general conditions are:—

Government aid.—The line has been constructed by the agency of the Madras and Southern Mahratta Railway Company from funds supplied by the State.

Currency of agreement.—The agreement is terminable at end of June or December of any year on not less than six months' notice.

Terms of working.—Actual expenditure incurred for maintenance of way and works other than general supervision under Abstract A, *plus* a share of other working expenses of the system (excluding Government supervision, but including general supervision under Abstract A) proportionate to the gross earnings and 5 per cent of the gross earnings of this railway for use of rolling-stock.

Rates and fares.—Same rates and fares as are within the schedule of maxima and minima sanctioned for the Company's system.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909	32·00	9,25,342	1,29,768	47,128	5·09	78	63·68
1910	32·00	9,50,923	99,240	33,653	3·54	60	66·09

6 (*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Yesvantpur to Dodballapur	15-12-92	19·93	
Dodballapur to Mysore Frontier	17-9-93	31·42	
Total . .	...	...	51·35

Details of construction—

Permanent-way.—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41¼-lb. flat-footed steel on the reminder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.

Contract.—Terms of working are the same as apply to the Birur-Shimoga railway, 6 (*e*).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. 3	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	51·35	24,94,729	1,97,798	60,724	2·43	74	69·30
1902	51·35	24,97,811	2,13,486	77,908	3·12	80	63·51
1903	51·35	24,97,206	2,42,695	96,159	3·85	91	60·38
1904	51·35	24,88,842	3,67,923	1,33,715	5·37	138	63·66
1905	51·35	24,88,944	3,73,993	1,54,872	6·22	140	58·59
1906	51·35	25,00,014	4,03,396	1,63,783	6·55	151	59·40
1907	51·35	25,00,014	3,53,710	1,55,486	6·22	132	56·04
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*j*).						
1909							
1910							

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

6 (*h*) Kolhapur railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Kolhapur to Miraj	21-4-91	29·27	29·27

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers.
Ballast.—The line is ballasted throughout with gravel and sand.
Fencing.—The line is unfenced except for a very short length.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradient.—The ruling gradient is 1 in 100.

Contract and agreement—

The Kolhapur railway is worked under the following:—

Agreement of—17th July 1891 (between the Kolhapur Durbar and the old Southern Mahratta Railway Company) for maintenance and working.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the Agreement of 17th July 1891.

The general conditions are as follows:—

Government aid.—The line is the property of the Kolhapur Durbar.

Currency of agreement.—The agreement may be terminated by either party on six months' notice.

Terms of working.—The expenses of working and maintaining the Madras and Southern Mahratta railway (including the worked lines) and the Kolhapur railway are to be defrayed in the first instance by the Company and from the total sum shall be deducted charges for new minor works and Government supervision which are debited direct to each of the railways concerned; the balance is divided between the two railways in the ratio of the gross earnings of each. From the gross earnings of this railway are deducted charges for new minor works (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and the working expenses; the balance representing the net earnings of this railway is paid by the Company to the Kolhapur Durbar half-yearly.

Rates and fares.—The same as are in force on the Madras and Southern Mahratta railway.

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	29·27	23,24,807	1,14,114	35,750	1·54	75	68·67
1902	29·27	23,25,587	1,23,913	46,407	2·00	81	62·55
1903	29·27	23,26,188	1,21,957	48,053	2·07	80	60·60
1904	29·27	23,26,251	1,41,676	53,228	2·29	93	62·43
1905	29·27	23,26,251	1,70,404	69,432	2·98	112	59·25
1906	29·27	23,26,251	1,76,234	71,811	3·09	116	59·25
1907	29·27	23,26,251	1,81,886	77,249	3·32	119	57·53
1908	29·27	23,26,251	2,22,260	68,154	3·79	146	60·34
1909	29·27	23,26,251	2,26,772	91,612	3·94	149	59·60
1910	29·27	23,26,251	2,53,953	1,10,093	4·73	167	56·65

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (l)}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6(*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Mysore to Nanjangud	1-12-91	15·04	
Nanjangud station to Nanjangud town	12-7-99	0·76	
TOTAL	...	...	15·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract and agreement—

The Mysore-Nanjangud railway is worked under the following:—

Agreement of—14th December 1899 (between the Government of His Highness the Maharaja of Mysore and the old Southern Mahratta Railway Company) for working.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement of 14th December 1899 with modifications.

The general conditions are as follows:—

Government aid.—The line is the property of the Mysore Durbar.

Currency of agreement.—The agreement of 14th December 1899 is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, the agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination the Company makes over to the Mysore Government the railway and works and pays to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. If mutually agreed upon, the working stores to be taken over by the Mysore Government at a valuation.

Terms of working.—The same as for the Birur-Shimoga railway, 6 (*e*).

Rates and fares.—To be fixed by the Company with the approval of the Secretary of State.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	15·80	6,56,462	28,302	7,863	1·20	35	72·22
1902	15·80	6,56,462	29,870	10,933	1·67	36	63·38
1903	15·80	6,56,462	31,923	12,687	1·93	39	60·26
1904	15·80	6,56,462	38,873	14,404	2·19	47	62·95
1905	15·80	6,56,462	44,174	18,015	2·74	54	59·22
1906	15·80	6,56,462	49,946	20,559	3·13	61	58·84
1907	15·80	6,56,462	38,827	16,040	2·44	47	58·69
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*j*).						
1909							
1910							

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Mysore to Mandya	25-2-82	27·97	
Mandya to Channapatna	20-3-81	23·25	
Channapatna to Bangalore	1-2-81	34·75	
Bangalore to Tumkur	11-8-84	43·00	
Tumkur to Gubbi	26-12-84	11·00	
Gubbi to Birur	12-8-89	76·57	
Birur to Harihar	21-2-89	79·68	
TOTAL	...	...	296·22

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Contracts—

The Mysore section is worked under the following contracts :—

Contracts of—31st August 1887 (between the Secretary of State and the old Southern Mahratta Railway Company) for construction, maintenance and working.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the contract of 31st August 1887 with modifications.

The general conditions of the contracts are as follows :—

Government aid.—Guarantee of interest in sterling at 4 per cent on £1,200,000 debenture stock.

Provision of capital by Company.—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936.

Division of surplus profits.—Under the contract of 31st August 1887 interest charges were not taken into account in arriving at the surplus profits which hitherto were divided in proportion of ¾ths to Government and ¼th to the Company. Under the contract of 26th June 1908 all Mysore State lines are taken into account and interest on capital expenditure incurred after 31st December 1907 is deducted before the division of surplus profits at the rate of $\frac{19}{20}$ths to Government and $\frac{1}{20}$th to the Company.

Currency of contracts.—Government may determine the contracts at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Madras and Southern Mahratta railway system be determined, then the contract of 31st August 1887 will also be determined. On the termination of the contracts, the Secretary of State, if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and a payment of Rs. 40 for every mile of line open for traffic to be made half-yearly to Government for supervision and after deducting from the net earnings the interest payable on capital expenditure incurred after 31st December 1907 the net receipts are divided in the proportion of $\frac{19}{20}$ths to Government and $\frac{1}{20}$th to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I. | TABLE II.

Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, 6 (*e*), (*g*) and (*i*), from 1908.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	139·75	91,36,438	5,13,259	1,40,723	1·54	6,70,864	35,018	—5,65,159	71	72·58
1888	139·75	1,25,76,692	5,70,657	1,34,031	1·07	6,94,210	33,607	—5,93,786	79	76·51
1889	290·00	1,44,24,093	8,96,273	2,19,813	1·52	7,07,500	54,991	—5,42,678	73	75·47
1890	296·00	1,47,11,610	11,86,318	2,59,084	1·76	6,48,733	64,772	—4,54,421	77	78·16
1891	296·00	1,50,76,285	13,24,525	4,39,280	2·91	6,54,850	1,09,760	—3,25,330	86	66·83
1892	296·00	1,46,36,205	13,99,463	4,43,427	3·03	7,29,624	1,10,863	—3,97,060	91	68·31
1893	296·00	1,46,42,217	16,83,203	6,74,562	4·61	7,70,439	1,68,171	—2,64,048	109	59·92
1894	296·00	1,47,60,293	14,45,412	4,77,149	3·23	8,38,525	1,19,039	—4,80,415	94	66·99
1895	296·00	1,49,22,452	15,78,281	6,29,385	4·22	8,70,947	1,56,931	—3,98,493	103	60·12
1896	296·00	1,51,08,257	15,84,981	6,76,976	4·48	8,21,588	1,69,189	—3,13,801	103	57·29
1897	296·00	1,51,99,757	18,80,019	7,98,285	5·25	7,75,708	2,00,031	—1,77,454	122	57·54
1898	296·00	1,55,07,319	13,92,851	4,13,421	2·67	7,38,461	1,02,680	—4,27,720	90	70·32
1899	296·00	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	82,076	—4,74,160	69	68·97
1900	296·00	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,887	89	65·77
1901	296·36	1,60,14,879	14,33,240	4,07,791	2·55	7,22,244	1,01,860	—4,16,313	93	71·55
1902	296·22	1,60,76,009	15,97,046	5,58,082	3·47	7,21,062	1,39,538	—3,02,518	104	65·06
1903	296·22	1,62,34,903	15,35,270	5,82,298	3·59	7,20,000	1,46,012	—2,83,714	100	62·07
1904	296·22	1,62,59,794	15,85,324	5,63,667	3·47	7,20,000	1,40,940	—2,97,273	103	64·44
1905	296·22	1,64,78,981	17,90,901	6,98,051	4·24	7,20,000	1,73,883	—1,95,832	116	61·02
1906	296·22	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80,428	120	61·10
1907	296·22	1,70,31,855	21,57,636	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·86
1908	401·29	2,29,75,788	30,71,949	11,66,353	5·08	8,64,949	1,51,026	+1,50,378	147	62·03
1909	401·29	2,32,36,445	26,71,013	10,67,326	4·59	10,43,593	55,389	—31,656	128	60·04
1910	401·29	2,35,17,190	28,00,896	11,28,684	4·80	10,48,897	57,763	+22,024	134	59·70

N.B.—Statistics for the periods prior to 1887 will be found in Appendix 38 to the Report for 1907.

6 (*k*) Sangli railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Miraj Junction to Sangli	1-4-07	4·90	4·90

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 50.

Contract and agreement—

The line is worked under the following :—

Agreement of—7th June 1907 (between the Sangli Durbar and the old Southern Mahratta Railway Company) for construction and working.

Contract of—26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the agreement named above.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Sangli Durbar.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*k*) Sangli railway (3′ 3⅜″ gauge)—*concld.*

Contract and agreement—*concld.*

Currency of agreement.—The agreement shall be in force for three years from 1st April 1907, and may be terminated thereafter at the end of any calendar half-year upon six months' notice in writing from either party.

Terms of working.—The expenses of working and maintaining the Madras and Southern Mahratta railway (including the worked lines) and the Sangli railway are to be defrayed in the first instance by the Company and from the total sum shall be deducted charges for new minor works and Government supervision which are debited direct to each of the railways concerned and the balance is divided between the two railways in the ratio of the gross earnings of each. From the gross earnings of this railway are deducted charges for new minor works (which may include any single item of capital expenditure not exceeding Rs. 1,000 or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and the working expenses; the balance, representing the net earnings of this railway, is to be paid by the Company to the Sangli Durbar half-yearly in such manner as may be arranged.

Rates and fares.—The same as are in force on the Madras and Southern Mahratta railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	4·90	1,27,770	19,585	8,011	6·27	102	59·10
1908	4·90	1,66,382	33,321	13,402	8·05	131	59·78
1909	4·90	1,69,903	40,733	15,712	9·25	160	61·43
1910	4·90	1,75,091	43,136	18,176	10·38	169	57·86

6 (*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Major-General Sir Henry Green, K.C.S.I., C.B.

Secretary.—George K. Wasey, Esq.

Offices.—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Mormugao Harbour to Sonaulim	17-1-87	41·00	
Sonaulim to the Portuguese frontier	3-2-88	10·10	
Total	...	...	51·10

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sâl, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Contracts—

The West of India Portuguese railway is worked under the following contracts:—

Contracts of—18th April 1881 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000 which was formerly paid by the British to the Portuguese Government, and hypothecated by the latter to the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.*

6(*l*) West of India Portuguese railway (3′ 3⅜″gauge)—*concld.*

Contracts—*concld.*

21st August 1902 (between the old Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao.

26th June 1908 (between the Secretary of State and the Madras and Southern Mahratta Railway Company) for working upon the terms of the contracts named above.

The general conditions of the contracts are as follows:—

Government (*Portuguese*) *aid.*—5 per cent per annum is guaranteed to the West of India Portuguese Railway Company on £800,000 and 6 per cent on £550,000.

Currency of contracts.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the old Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party. It has since been agreed that the period be extended to the 30th June 1912.

Power of Company to surrender contract.—By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital. On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

Terms of working.—The West of India Portuguese and the Madras and Southern Mahratta railways are worked as one concern, and the expenses of the system (exclusive of expenditure on 'New minor works' and of interest payable by the Madras and Southern Mahratta railway on the capital cost of telegraph lines) are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government—towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao, and the amount to be charged for working to be the actual expenses of working and maintenance, *plus* 10 per cent thereon for supervision by the Madras and Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899; should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision.

Rates and fares.—Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Madras and Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Madras and Southern Mahratta railway and shall be applicable to the whole system.

The shipping and port charges to conform to those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

Statistics of working—

	Table I.					Table II.	
	Includes the Harbour works.						
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	51·11	1,63,29,812	5,84,871	1,69,495	1·04	197	67·71
1904	51·10	1,64,00,303	6,84,391	2,48,378	1·51	258	63·71
1905	51·10	1,61,71,059	6,22,135	2,20,841	1·37	234	64·50
1906	51·10	1,63,13,911	6,23,616	2,06,948	1·28	234	66·49
1907	51·10	1,63,13,911	11,01,877	4,58,591	2·81	415	58·38
1908	51·10	1,70,71,439	10,64,806	3,92,394	2·30	401	63·15
1909	51·10	1,75,93,058	9,60,235	3,75,092	2·13	361	60·93
1910	51·10	1,76,70,672*	12,64,030	5,42,226	3·07	476	57·10

N.B.—Statistics for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.

	Rs.
* Original capital up to 31st December 1901, £1,349,058-2-5 @ 1*s.* 8*d.* per rupee = ...	1,61,88,697
Capital expenditure from 1st January 1902 to 31st December 1910, £8,347-11-3 @ 1*s.* 4*d.* per rupee =	1,25,214
	1,63,13,911
Expenditure by Portuguese Government on Improvements of line and harbour up to 31st December 1910	13,56,761
Total ...	1,76,70,672

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.

Secretary—H. Rendel, Esq.

Offices—Winchester House, 50, Old Broad Street, London, E. C.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13	...	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58	...	20·58
(*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13	50·26	441·39
Total	741·84	50·26	792·10

Running powers—

Home line over foreign line :—

Distant signal at Bezwada to Bezwada station, Madras and Southern Mahratta railway, for passenger and goods trains 0·89

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State Railway agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

7 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.	Remarks.
		Miles.	Miles.	
Main line—				
Wadi junction to Secunderabad	9-10-74	115·45*		* Of this 5·86 miles, Secunderabad to Hyderabad, are of mixed (5′ 6″ and 3′3⅜″) gauge.
Secunderabad to Warangal	8-4-86	86·66		
Warangal to Dornakal	1-1-88	52·66		
Dornakal to Bona Kalu	5-8-88	31·99		
Bona Kalu to the British frontier	10-2-89	23·54		
Total main line	...	...	310·30	
Branches—				
Hyderabad branch—				
Husain Sagar to Hyderabad	9-10-74	3·57		
Mineral branch—				
Dornakal to Singareni Coal-fields	1-1-88	16·26		
Total branches	...	...	19·83	
TOTAL OPEN LINE	...	...	330·13	

Details of construction—

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers. The next 9 miles are laid with 68-lb. double-headed steel rails on cast iron pot sleepers and the following 51 miles with 85-lb. flat-footed rails on Jarrah wood sleepers. The remainder of the line is laid with 66¼-lb. flat-footed steel rails on steel pea-pod sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

The railway is worked under the following :—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

Letter No. 257 of—7th March 1903 from the Nizam's Government to the Railway Company as to rates and fares.

The general conditions are as follows :—

General terms of contract.—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

Note.—From 1st February 1908 the Guarantee of His Highness the Nizam's Government exists on £500,000 debentures only.

Currency of contract.—The contract is current for a period of 99 years. On expiry by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Terms of working.—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one-half will be paid to the Nizam's Government, the remaining half being made over to the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (c)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—*concld.*

Contract—*concld.*

Rates and fares.—The rates and fares not to be higher than those adopted in 1883, except with the previous assent of the Nizam's Government.

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885	117·10	2,47,70,823	11,13,950	4,87,024	1·97	178	56·27
1886	205·37	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887	205·37	3,27,45,397	15,48,891	5,52,905	1·69	143	64·30
1888	305·71	3,54,89,073	17,76,075	7,57,467	2·13	118	57·35
1889	329·20	3,59,09,620	22,57,462	7,69,208	2·14	129	65·93
1890	329·20	3,76,96,721	25,07,268	10,39,590	2·76	145	58·54
1891	329·20	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892	329·20	3,95,48,395	27,80,642	13,24,959	3·35	161	52·35
1893	330·13	4,01,96,909	30,61,605	14,36,451	3·57	177	53·08
1894	330·13	4,02,33,826	32,56,885	16,22,028	4·03	188	50·20
1895	330·13	4,06,43,818	32,15,541	15,77,149	3·88	185	50·95
1896	330·13	4,08,24,737	33,03,522	17,28,196	4·23	191	47·69
1897	330·13	4,09,60,944	36,10,354	19,38,769	4·73	208	46·30
1898	330·13	4,10,54,449	39,07,612	22,74,580	5·54	225	41·79
1899	330·13	4,15,68,731	41,10,201	25,01,046	6·02	237	39·15
1900	330·13	4,17,49,124	49,12,056	28,41,985	6·81	283	42·14
1901	330·13	4,24,30,543	40,77,927	26,48,120	6·24	236	35·06
1902	330·13	4,28,89,527	44,06,494	26,82,533	6·25	254	39·12
1903	330·13	4,30,13,663	43,18,630	25,38,386	5·90	249	41·22
1904	330·13	4,32,66,412	43,32,440	27,90,690	6·45	250	35·59
1905	330·13	4,35,86,043	42,78,161	28,49,703	6·54	247	33·39
1906	330·13	4,36,45,097	44,84,105	27,98,897	6·41	259	37·58
1907	330·13	4,49,34,824	49,85,081	33,02,905	7·35	288	33·74
1908	330·13	4,56,07,808	46,99,296	30,15,029	6·61	255	38·96
1909	330·13	4,67,93,818	46,92,067	26,43,417	5·65	273	43·66
1910	330·13	4,72,12,494	53,14,905	28,46,520	6·03	309	46·44

N. B.—**Statistics for the periods prior to 1885 will be found in Appendix 38 to the Report for 1907.**

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was a section of the late East Coast State railway and worked by His Highness the Nizam's Guaranteed State Railways Company as a part of its own system up to December 1897 when it was transferred to the State. It was transferred back to the Company for working from the 1st January 1901.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Hyderabad frontier to Bezwada	10-2-89	20·58	20·58

Details of construction—

Permanent-way.—The line is laid with 66¼-lb. flat-footed steel rails on Jarrah wood sleepers.
Ballast.—The line is ballasted throughout with stone and sand.
Fencing.—The line is fenced at stations only.
Curves.—There are no curves with a radius of less than 1,900 feet.
Gradients.—The ruling gradient is 1 in 100.

Agreement—

The line is maintained and worked under the following agreement :—
Agreement of—6th April 1909 (between the Railway Board and His Highness the Nizam's Guaranteed State Railways Company, Limited).
The general conditions of the agreement are as follows :—
Government aid.—The line is the property of the State.
Currency of agreement.—The agreement is in force from 1st January 1901 and is terminable on 1st January or 1st July in any year on six months' previous notice from either party. In case of breach on the part of the Company of any of the provisions of the agreement, the Railway Board may, on six months' notice, determine the agreement.
Terms of working.—The same percentage of gross earnings of this railway as the aggregate working expenses of the Company's 5′ 6″ gauge railway system bear to the aggregate gross earnings of that system for the same half-year, *plus* 5 per cent of the gross earnings of the same railway for hire of rolling-stock.
Rates and fares.—The same rates and fares as are in force on the 5′ 6″ gauge system of the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
		TABLE I.						TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901	20·58	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420	248	43·38
1902	20·58	11,60,425	2,89,663	1,40,329	12·09	46,375	+93,954	259	51·55
1903	20·58	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605	275	49·78
1904	20·58	11,75,731	3,20,656	1,78,955	15·22	46,898	+1,32,057	287	44·19
1905	20·58	11,78,645	3,47,490	2,04,239	17·33	47,046	+1,57,193	311	41·22
1906	20·58	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555	313	45·09
1907	20·58	11,81,952	3,15,376	1,83,883	15·56	35,691	+1,48,192	282	41·69
1908	20·58	11,83,796	3,38,623	1,91,624	16·19	40,277	+1,51,347	316	43·41
1909	20·58	12,06,026	3,12,154	1,52,554	12·65	39,884	+1,12,670	280	51·28
1910	20·58	12,01,940	3,42,614	1,58,254	13·17	40,182	+1,18,072	320	53·81

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

7 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.	Remarks.
Main line—		Miles.	Miles.	
Manmad to Jalna	21-10-99	109·28		*Laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
Jalna to Sailu	7-12-99	44·79		
Sailu to Purbhani	25-4-00	26·40		
Purbhani to Nanded	9-10-00	36·60		
Nanded to Sivungaon	23-8-00	17·61		
Sivungaon to Basar	25-4-00	32·94		
Basar to Secunderabad	25-4-00	117·65		
Secunderabad to Hyderabad	16-5-01	5·86*		
Total open line	...	...	391·13	
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Purna to Hingoli (sanctioned on 13th March 1909)	...	...	50·26	
GRAND TOTAL		...	441·39	

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and 134-5, 299-8 and 385-7 except within station limits, and wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Agreements—

The railway is worked under the following agreements :—

Agreements of—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

1st March 1910 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company, Limited,) for maintenance, management and working of the Hingoli branch to come into force from the date the branch is opened throughout for traffic.

The general conditions of the agreements are as follows :—

General terms of agreements.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway ; after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

Currency of agreements.—On expiry of the agreements by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The agreement runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 2½ per cent thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

The agreement of the Hingoli branch is terminable on the 30th June or 31st December in any year after opening on twelve months' previous notice in writing being given by either party. In case of breach on the part of the Company of any of the provisions of the agreement and the company failing to remedy effectually any such breach within six calendar months after notice in writing has been given, the Government may, on or at any time after the expiration of the six calendar months aforesaid, determine the agreement by giving notice to the company in writing of such determination. Upon determination of the agreement the branch with the plant and machinery belonging thereto and all stores in hand reverts to the Nizam's Government.

Power of Company to surrender agreement—Nil.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 7.}}{\text{Sub-heads (a) to (c).}}$—NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*concld.*

7 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—*concld.*

Terms of working.—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government, the remaining moiety being dealt with as above.

All ordinary expenses incurred by the Company in connection with the maintenance, management, use and working of the Hingoli branch chargeable to Revenue account are to be charged against the gross earnings of the amalgamated undertaking. In each half year is to be deducted from the gross earnings of the branch such sum as shall bear the same rate per cent to the gross earnings of the branch for that half year as the aggregate working expenses of the amalgamated undertaking shall bear to the aggregate gross earnings of the amalgamated undertaking, *plus* 5 per cent of the gross earnings of the branch for the use of rolling-stock. The balance after making the said deduction is to be made over to the Nizam's Government as the net earnings of the branch. Any extraordinary charges due to floods, storms, etc., other than ordinary wear and tear, are to be charged to the branch in addition to and apart from the percentage above referred to.

Rates and fares.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	154·23	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	385·23	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	391·42	2,46,58,951	20,10,033	9,23,300	3·74	99	54·07
1902	391·42	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	391·42	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	391·13	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	391·13	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	391·13	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	391·13	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50
1908	391·13	2,73,97,247	32,41,828	15,61,740	5·70	159	51·82
1909	391·13	2,79,08,560	32,54,724	14,02,129	5·02	160	56·93
1910	391·13	2,95,65,044	36,55,833	18,05,391	6·11	180	50·62

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. NORTH WESTERN STATE RAILWAY SYSTEM—

Lines comprised in the system.—The North Western State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western State railway (5′ 6″ gauge)	3,563·97	99·81	3,663·78
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	54·26	...	54·26
(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)	15·79	...	15·79
(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)	106·45	...	106·45
(*f*) Southern Punjab railway (5′ 6″ gauge)	424·06	...	424·06
(*g*) Southern Punjab "Ludhiana" Extension railway (5′ 6″ gauge)	152·04	...	152·04
(*h*) Sutlej Valley railway (5′ 6″ gauge)	209·46	...	209·46
(*i*) Kalka-Simla railway (2′ 6″gauge)	59·92	...	59·92
(*j*) Kohat-Thal railway (2′ 6″ gauge)	61·75	...	61·75
(*k*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*l*) Dandot Light railway (2′ 0″ gauge)	6·18	...	6·18
(*m*) Khanpur-Chachran railway (5′ 6″ gauge)	...	22·02	22·02
(*n*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)	...	87·50	87·50
Total	4,772·78	209·33	4,982·11

Running powers—

	Miles.
Home line over foreign line :—	
East Indian railway, Ghaziabad to Delhi, for passenger and goods trains	13·00
Foreign line over home line :—	
Oudh and Rohilkhand State railway, Meerut City to Meerut Cantonment, for passenger trains only	2·75

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$ **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (a) North Western State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
COMMERCIAL SECTION—			
Main Line—			
Ghaziabad to Meerut City.	18-4-67	27·33	
Meerut City to Ambala Cantonment	1-1-69	121·02	
Ambala Cantonment to Ludhiana	12-10-69	70·66	
Ludhiana to Phillaur	15-10-70	8·28	
Phillaur to Jullundur Cantonment	1-4-70	24·12	
Jullundur Cantonment to Beas	15-11-69	25·53	
Beas to Amritsar	1-11-67	26·30	
Amritsar to Lahore	10-4-62	32·33	
Lahore to Jhelum	6-10-78	103·12*	
Jhelum to Rawalpindi	†	76·38	
Rawalpindi to mile 560·63 (between Lawrencepur and Campbellpur Cantonment)	1-1-81	45·38	
Mile 560·63 to Rumian, mile 572·13	1-4-99	11·50	
Mile 572·13 to Attock Bridge	...	5·25	
Attock Bridge to Khairabad	31-5-83	2·38	
Khairabad to Peshawar City	1-5-82	41·25	
Peshawar City to Peshawar Cantonment	1-1-83	2·65	
Lahore to Khanewal.	24-4-65	177·25	
Khanewal to Lodhran	1-4-09	56·59	
Lodhran to Khanpur.	1-7-78	93·53	
Khanpur to Nara Canal Bridge	1-7-78	131·05	
Nara Canal Bridge to Rohri	1889	1·00	
Rohri to Shahdadpur	15-11-96	139·84	
Shahdadpur to Rahoki	15-11-96	39·19	
Rahoki to Hyderabad	28-3-10	6·04	
Hyderabad to Kotri .	25-5-00	4·99	
Kotri to Karachi City	13-5-61	104·89	
Karachi City to Kiamari including Napier Mole	16-6-89	3·07	
Total Main line, Commercial section	...	...	1,380·72
Branches—			
Tawi branch (British section)—			
Wazirabad to Sialkot	1-1-84	26·50	
Sialkot to Tawi (Frontier of Kashmir State)	15-3-90	9 08	
		35·58	
Wazirabad-Khanewal branch—			
Wazirabad to Hafizabad	15-8-95	37·37	
Hafizabad to Sangla Hill	1-1-96	31·45	
Sangla Hill to Lyallpur	15-2-96	27·21	
Lyallpur to Toba Tek Singh	22-6-99	49 00	
Toba Tek Singh to Khanewal	16-4-00	55·53	
		200·56	
Phulji branch—			
Phulji to Puranadera	1-6-82	2·57	
Phulji branch extension	31-3-02	0·34	
		2·91	
Sukkur Bandar branch—			
Sukkur Main to Sukkur Bandar.	1-10-78	1·25	
Kotri Bandar branch—			
Kotri to Kotri Bandar	1-4-89	1·14	
Lahore Cantonment Chord branch—			
Lahore Cantonment East to Lahore Cantonment West	10-12-91	‡2·13	
Kotri-Rohri (vid Ruk) branch—			
Rohri to Sukkur	27-3-89	2·64	
Sukkur to Radhan *vid* Ruk	1-10-78	79·31	
Radhan to Laki	27-10-78	70·57	
Laki to Kotri	8-10-78	75·48	
		228·00	
Raewind-Bhatinda branch—			
Raewind to Kasur	15-4-83	16·50	
Kasur to Ganda Singhwala	10-6-83	7·00	
Ganda Singhwala to Hussainiwala	15-12-83 8-5-87	5·50	
Hussainiwala to Ferozepore City	1-10-92	2·00	
Ferozepore City to Ferozepore Cantonment	1-10-88	2·00	
Ferozepore Cantonment to Bhatinda	15-6-99	§55·77	
Hussainiwala to Ferozepore Cantonment (Military line)	8-5-87	‡3·50	
		92·27	
Pathankot branch—			
Amritsar to Dinanagar	1-1-84	51·22	
Dinanagar to Pathankot	8-6-84	15·48	
		66·70	
Jech Doab line—			
Malakwal to Sargodha	1-4-03	46·25	
Sargodha to Shorkot Road	14-5-06	102·56	
Total carried over		779·35	1,380·72

* This length was constructed on the 3′ 3½″ gauge previous to September 1873, but was converted to the 5′ 6″ gauge on the 6th October 1878.

† The line was opened by sections on the 5′ 6″ gauge using temporary diversions near Domeli—thus Jhelum to Ratial, 1st January 1880 (15 miles and Ratial to Rawalpindi 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882; and the complete 1/50 graded through line between Jhelum and Rawalpindi, (70·50 miles) was established. But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to 1/100 have been opened and the present length of line on the 31st March 1897 is—Jhelum to Rawalpindi, 76·38 miles.

‡ This is a military line and is not intended to be used for ordinary public traffic.

§ Includes 26·28 miles of mixed gauge between Kot Kapura and Bhatinda.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8 (*a*) North Western State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward, total open mileage, Commercial section	...	779·35	1,380·72
Lower Sind extension—			
Hyderabad to Badin	15-10-04	61·84	
Shahdara-Sangla branch—			
Shahdara to Sangla	10-4-07	54·76	
Lodhran-Khanewal chord (vid Sher Shah)—			
Khanewal to Multan Cantonment	24-4-65	30·50	
Multan Cantonment to Muzaffarabad	21-8-70	6·89	
Muzaffarabad to Lodhran	1-7-78	46·86	
		84·25	
Shorkot Road-Chichoki section—			
Jaranwala to Chichoki	8-11-09	48·10	
Total Branches	...	...	1,028·30
TOTAL OPEN MILEAGE (COMMERCIAL SECTION)	...	...	2,409·02
FRONTIER SECTION (MILITARY)—			
Sind-Sagar line—			
Main line—			
Lala Musa to Baha-ud-din	*1-1-80	28·46	
Baha-ud-din to Hariah	*1-2-80	10·52	
Hariah to Malakwal	*10-4-80	5·99	
Malakwal to Bhakkar (*vid* Kundian)	15-8-87	172·20	
Bhakkar to Chenab West Bank	22-1-87	119·71	
Chenab West Bank to Chenab East Bank	1-2-90	2·49	
Chenab East Bank to Sher Shah	1-1-89	2·39	
Total Main line	...	...	341·76
Branches and sections—			
Golra-Basal section—			
Golra Junction to Basal Junction	1-4-81	46·75	
Kohat section—			
Jand to Khushalgarh	16-4-81	7·00	
Khushalgarh to Kohat	†25-5-02	33·41	
		40·41	
Bhera branch—			
Malakwal to Miani	*10-4-80	8·99	
Miani to Bhera	*2-2-82	9·11	
		18·10	
Bhaganwala branch—			
Haranpur to Bhaganwala	...	10·84	
Dandot branch—			
Chalisa Junction to Khewra salt mines	*1-1-83	6·36	
Khewra to Dandot		2·15	
		8·51	
Kundian-Campbellpur section—			
Kundian to Daud Khel	15-3-92	30·07	
Daud Khel to Jand	1-4-99	53·91	
Jand to Basal	16-4-81	16·41	
Basal to Campbellpur	1-4-99	18·45	
		118·84	
Mari branch—			
Daud Khel to Mari	15-3-92	6·25	
Ghazi Ghat branch—			
Mahmud Kot to Ghazi Ghat	1-4-87	11·27	
Total Branches	...	...	260·97
TOTAL SIND-SAGAR	...	...	602·73
Sind-Pishin line—			
Ruk to Sibi	2-5-80	132·26	
Sibi to Sharigh	20-3-87	74·80	
Sharigh to Bostan	21-8-87	61·13	
Base of Bostan triangle loop	...	0·31	
Bostan to Kila Abdulla	25-1-88	38·14	
Kila Abdulla to Chaman	1-1-92	29·40	
TOTAL, SIND-PISHIN	...	...	336·04
Carried over, total open mileage — Military section	...	...	938·77
Carried over, total open mileage — Commercial section	...	...	2,409·02

* Dates of opening of original 3′ 3⅜″ gauge lines, subsequently converted to, and opened on, the 5′ 6″ gauge lines as follows: Lala Musa to Malakwal 1-2-86; Malakwal to Bhera, 15-3-87; Chalisa Junction to Khewra salt mines, 15-8-87; Khewra to Dandot, 1-8-89.

† This is the date of the original 2′ 6″ gauge line which was subsequently converted to, and opened on, the 5′ 6″ gauge on 5-1-08.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main-head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*a*) North Western State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward, total open mileage ... Commercial section	...	...	2,409·02
Frontier section (Military) (Sind-Sagar and Sind-Pishin)	...	...	938·77
FRONTIER SECTION (MILITARY)—*concld.*			
Mushkaf-Bolan line—			
Sibi to Quetta	15-4-97	86·74	
Quetta loop—			
Quetta to Bostan	21-8-87	20·59	
Nari Bank to Rindli	...	13·81	
Bostan chord	1-1-98	1·34	
		35·74	
Quetta-Nushki section—			
Spezand Junction o Nushki	15-11-05	82·66	
TOTAL, MUSHKAF-BOLAN	...	...	205·14
Peshawar-Jamrud branch—			
Peshawar to Jamrud	1-1-01	11·04	11·04
TOTAL OPEN MILEAGE, FRONTIER SECTION (MILITARY)	...	...	1,154·95
TOTAL, NORTH WESTERN (COMMERCIAL AND MILITARY)	...	...	3,563·97
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Shorkot Road to Jaranwala (sanctioned on 24th July 1906)	...	87·70	
Kacha Garhi to mile 12·11 (constructed but not opened)	...	12·11	
Total under construction or sanctioned	...	..	99·81
GRAND TOTAL, NORTH WESTERN RAILWAY PROPER	...	...	3,663·78
DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—			
Kiamari to Karachi City	30-6-97	3·07	
Karachi City to Karachi Cantonment	13-5-61	2·30	
Karachi Cantonment to Pipri	20-6-97	20·70	
Pipri to Kotri	3-5-98	81·89	
Lahore Cantonment East to Lahore Cantonment West	10-12-91	2·13	
Gulistan to Chaman	20-9-92	36·82	
Ab-i-Gum to Kolpur		20·68	
Lodhran to Samasata	1-4-09	17·04	
Samasata to Khanpur	2-4-07	76·49	
Khanpur to Reti	3-4-07	62·00	
Reti to Rohri	1-6-07	70·05	
Amritsar to Lahore	15-1-06	32·33	
Lahore to Badami Bagh	18-10-09	1·34	
Badami Bagh to Shahdara	8-1-10	2·88	
Amritsar to Jandiala	23-3-10	11·28	
Jandiala to Beas	10-12-10	15·25	
Ambala to Rajpura	2-12-10	17·50	
Rajpura to Sirhind	15-12-10	15·50	
Gobindgarh to Doraha	15-12-10	17·75	
TOTAL DOUBLE LINE	...	507·00	

Details of construction—

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed and 68-lb. and 82-lb. double-headed; of steel rails there are 61-lb., 61½-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb. flat-footed; 64-lb., 68-lb., and 75-lb. double headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 75-lb. and 80-lb. British standard section. On the double line the steel rails are 68-lb. double headed, 77½-lb. bull-headed and 75-lb., 80-lb., 90-lb. and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*a*) North Western State railway proper (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 455 feet radius.

Gradients.—The ruling gradient between Kotri and Rohri is 1 in 150; between Sibi and Ruk, 1 in 200; between Ghaziabad and Lala Musa, 1 in 100; between Kotri and Lahore, 1 in 200; between Karachi and Kotri, 1 in 190; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 150, 1 in 80, 1 in 40 and 1 in 25, respectively.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working—

TABLE I. | TABLE II.

Includes the Kohat-Thal and Nowshera-Durgai railways from date of opening, and the Kalka-Simla railway from 1907, the year in which it became an integral part of the North Western State railway system.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits recoverable in England by the Secretary of State from the Southern Punjab Railway Company.	Total income (column 5 + column 7).	Percentage of total income on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each calendar year.*	Commercial section. Earnings per mile per week.	Commercial section. Pro: of exp: to earnings.	Military section. Earnings per mile per week.	Military section. Pro: of exp: to earnings.	Entire line. Earnings per mile per week.	Entire line. Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(1)	(2)	(3)	(4)	(5)	(6)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1886	1,850·78	36,09,90,705	2,53,60,901	1,19,92,839	3·32	...	1,19,92,839	3·32	1,14,07,148	53,00,733	—47,15,042	...	...	...	...	261	52·49
1887	2,398·79	38,37,70,872	2,10,03,388	57,77,585	1·51	...	57,77,585	1·51	1,01,56,779	80,30,322	—1,24,09,516	...	...	...	...	182	72·33
1888	2,441·73	39,71,81,203	2,57,79,305	83,66,598	2·11	...	83,66,598	2·11	1,09,18,938	83,45,756	—1,08,98,096	...	...	...	...	202	67·37
1889	2,442·10	40,94,31,603	2,82,06,820	1,02,84,741	2·51	..	1,02,84,741	2·51	1,13,76,516	83,98,768	—94,90,543	290	56·53	90	107·75	224	63·35
1890	2,465·78	41,83,37,620	2,73,99,035	1,02,57,601	2·45	...	1,02,57,601	2·45	1,16,66,585	74,54,323	—88,65,307	283	54·95	88	110·72	219	62·36
1891	2,465·99	42,15,91,441	3,25,78,355	1,21,32,521	2·88	...	1,21,32,521	2·88	1,20,67,542	80,05,299	—79,40,320	344	55·60	88	122·41	261	62·98
1892	2,528·06	43,00,61,140	2,64,35,665	94,50,960	2·20	...	94,50,960	2·20	1,24,26,030	89,84,076	—1,19,59,146	280	55·58	70	131·08	208	64·25
1893	2,573·23	43,99,74,051	2,92,68,732	97,97,643	2·23	...	97,97,643	2·23	1,27,61,682	90,98,545	—1,20,62,584	313	60·20	69	122·71	230	66·53
1894	2,523·21	45,06,76,395	3,23,14,097	1,28,25,181	2·85	...	1,28,25,181	2·85	1,24,63,279	1,03,59,245	—99,97,343	347	63 11	76	122·95	253	60·31
1895	2,575·90	46,56,84,932	3,52,18,382	1,64,46,998	3·53	...	1,64,46,998	3·53	1,35,01,193	1,03,17,385	—73,71,580	379	48·79	75	116·14	274	53·30
1896	2,713·91	48,10,61,362	2,94,41,749	1,18,86,409	2·47	...	1,18,86,409	2·47	1,42,35,427	96,43,588	—1,19,92,606	292	54·68	75	97·77	220	59·55
1897	2,817·02	49,07,95,756	3,29,03,448	1,49,78,897	3·05	...	1,49,78,897	3·05	1,45,40,298	90,95,191	—86,56,692	302	49·70	72	93·76	225	54·38
1898	2,817·64	49,65,81,389	3,76,01,912	1,85,74,360	3·74	...	1,85,74,360	3·74	1,50,41,459	86,35,840	—51,02,943	354	45 99	63	101·26	256	50·60
1899	2,944·80	50,27,26,360	3,52,21,759	1,60,89,223	3·20	...	1,60,89,223	3·20	1,50,40,201	85,61,406	—75,12,384	326	47 73	58	123·43	232	54·32
1900	3,005·67	50,85,96,582	3,15,22,237	1,32,19,151	2·60	...	1,32,19,151	2·60	1,54,25,164	85,76,682	—1,07,82,695	275	52·34	60	107·61	202	58·02
1901	3,117·37	51,54,17,599	4,11,89,277	2,03,56,471	3·95	1,73,653	2,05,30,124	3·98	1,55,93,807	86,02,222	—36,65,905	350	45·41	69	99·55	255	50·32
1902	3,147·45	52,81,86,554	4,22,19,927	1,73,70,094	3·29	41,522	1,74,11,616	3 30	1,60,21,915	85,81,455	—71,91,784	360	53·63	67	112·42	262	58·62
1903	3,255·74	53,53,09,487	4,93,83,876	2,5 ,08,517	4·67	90,308	2,50,98,825	4·69	1,63,40,081	85,77,430	+1,81,334	421	44·42	65	106·94	294	49·36
1904	3,317·54	55,14,60,717	6,16,56,310	3,22,92,909	5·86	2,30,678	3,25,23,587	5·90	1,69,17,362	85,77,430	+70,28,795	519	42 29	75	113·47	361	47·60
1905	3,400·83	57,66,87,197	5,86,74,943	2,90,52,383	5·04	4,43,110	2,94,95,493	5·11	1,76,38,636	85,77,430	+32,79,427	493	46·65	75	94·82	338	50·46
1906	3,503·69	60,67,74,898	6,18,66,041	2,93,40,919	4·84	5,67,842	2,99,08,761	4·93	1,87,21,081	85,77,430	+26,10,250	495	48·22	77	101·07	343	52·57
1907	3,614·89	64,67,43,048	7,04,86,241	3,38,51,329	5·23	7,75,023	3,46,26,352	5·35	1,54,47,585	85.77,430	+1,02,01,337	534	47·21	78	112·58	376	51·93
1908	3,618·10	69,00,11,581	5,61,66,152	*93,38,475	1·35	6,47,045	99,85,520	1 45	1,86,33,292	85,77,430	—1,72,25,202	413	76·58	81	148·06	298	83·34
1909	3,723·91	72,31,90,764	6,79,03,754	2,13,69,240	2·95	3,56,280	2,17,25,520	3·00	1,86,54,274	85,77,430	—65,06,184	499	62·52	79	140·79	356	68·48
1910	3,725·89	73,64,05,633	7,41,00,787	2,51,73,007	3·41	5,79,921	2,57,52,928	3·50	2,00,55,641	85,77,430	—28,80,143	534	61·59	82	122·51	382	65·99

N.B.—Statistics for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.

8(*b*) Amritsar-Patti railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Amritsar to Tarn Taran	21-9-06	15·00	
Tarn Taran to Patti	30-12-06	12·05	
Patti to Kasur	4-4-10	27·21	
TOTAL	...	...	54·26

*The decrease in net earnings in 1908 was due chiefly to extraordinary charges incurred in the repairs of flood damages, accentuated by a fall in the gross earnings consequent upon the failure of the wheat export trade from Karachi and the diminution of traffic generally owing to famine and extensive breaches of the line caused by floods.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—** *contd.*

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line has not yet been ballasted.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

The railway is worked under the following contracts :—

Contracts of—22nd March 1905 (between the Secretary of State and the Amritsar-Patti Railway Company) for construction, maintenance and working of the Amritsar-Patti railway.

7th May 1909 (between the Secretary of State and the Amritsar-Patti Railway Company) for construction, maintenance and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

The general conditions of the contracts are as follows :—

Government aid.—At the end of each year a rebate is allowed up to 45 per cent of the gross earnings from traffic (except the earnings derived from the carriage of stores) interchanged between the North Western State railway and the Amritsar-Patti railway as shall together with the net earnings of the Company make up an amount equal to interest for the year at a rate of 5 per cent per annum on the actual capital expenditure *plus* Rs. 6,000 (which, on the opening of the Patti-Kasur extension, have been increased to Rs. 7,200) for each year for or towards the office expenses and the expenses of management and direction. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on 31st December 1935 or at the end of any subsequent period of 10 years paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company nor be less than such capital expenditure.

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 45 per cent of the gross earnings. When the net earnings of the Company in any year shall exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum such excess shall be applied towards the payment of office expenses and the expenses of management and direction up to a limit of Rs. 9,000 (which have been increased to Rs. 15,000 on the opening of the Patti-Kasur extension) for such year and the balance, if any, shall be divided equally between Government and the Company.

Rates and fares.—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . .	27·49	11,90,964	15,368	8,452	0·71	69	45·00
1907 . .	27·49	14,19,465	1,61,280	88,704	6·25	113	45·00
1908 . .	27·49	14,87,400	1,79,161	98,703	6·63	126	45·00
1909 . .	27·60	17,88,129	2,18,369	1,20,103	6·72	152	45·00
1910 . .	54·26	26,67,469	3,64,322	2,00,378	7·51	146	45·00

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Frontier of the Kashmir State to the left bank of the Tawi near Jammu	15-3-90	15·79	15·79

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—*concld.*

Agreement—

The railway is worked by the State under the following agreement :—

Agreement of—2nd February 1906, having effect from 1st January 1903, (between the Government of India and the Kashmir Durbar) for working.

The general conditions of the agreement are as follows :—

Government aid.—Government allow this railway, in addition to 44·5 per cent of the gross earnings of the Tawi-Suchetgarh section, a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent per annum on the actual expenditure to the end of the half-year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western State railway from traffic interchanged with this section.

Currency of agreement.—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

Terms of working.—The North Western State railway works and maintains the line for 55·5 per cent of its gross earnings, which includes both hire of necessary locomotives and rolling-stock and the cost, subject to a limit of Rs. 30 per mile per annum, of such new minor works as are usually charged to revenue on the North Western State railway. The cost of additional works usually charged to capital is to be found by the Durbar, no charge being made by the North Western State railway for supervision of the construction of such capital works except where special establishment is required.

Rates and fares.—Rates and fares are those which are from time to time in force on the main line of the North Western State railway.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western State railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 .	15·92	9,62,284	54,881	24,422	2·54	9,258	33,680	3·50	66	55·50
1904 .	15·99	9,62,208	56,231	25,023	2·60	8,655	33,678	3·50	68	55·50
1905 .	15·98	9,62,208	66,842	29,745	3·09	4,540	34,285	3·56	80	55·50
1906 .	15·98	9,78,566	77,688	34,571	3·53	684	35,255	3·60	93	55·50
1907 .	15·98	9,79,109	80,172	35,677	3·64	—684	34,993	3·57	96	55·50
1908 .	15·98	9,93,606	85,390	37,999	3·82	...	37,999	3·82	103	55·50
1909 .	15·98	10,01,019	83,927	37,347	3·70	...	37,347	3·70	101	55·50
1910 .	15·79	10,10,234	86,918	38,679	3·82	...	38,679	3·82	106	55·50

N.B.—Statistics for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.

8(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Ludhiana *vid* Dhuri to Jakhal	10-4-01	78·65	78·65

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick and kunkur.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

Contract—

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Malerkotla and Jind Durbars) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Malerkotla and Jind Durbars.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. The contract may also be determined by the Secretary of State for breach of any of its provisions if they are not remedied within six months of being notified. Upon the determination of the contract the North Western State railway will give to the Malerkotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Malerkotla and Jind Durbars will indemnify the North Western State railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—After deduction of 55 per cent of the gross receipts for working expenses the balance is paid to the Malerkotla and Jind Durbars to be divided between them in the proportion of $\frac{1}{5}$th and $\frac{4}{5}$ths, respectively.

Rates and fares.—Rates and fares as in force on the North Western State railway.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1901 . .	78·66	43,10,406	2,02,297	91,034	2·11	The decrease in capital outlay in 1903 was due to credits.	68	55·00
1902 . .	78·66	43,24,799	4,05,005	1,82,252	4·21		99	55·00
1903 . .	78·66	41,19,964	3,15,026	1,41,762	3·44		77	55·00
1904 . .	78·66	41,19,634	3,46,059	1,55,727	3·78		85	55·00
1905 . .	78·66	41,22,517	5,15,007	2,31,753	5·62		126	55·00
1906 . .	78·65	41,70,608	6,44,063	2,89,829	6·95		157	55·00
1907 . .	78·65	41,81,658	6,45,356	2,90,410	6·94		158	55·00
1908 . .	78·65	41,86,647	6,24,593	2,81,067	6·71		153	55·00
1909 . .	78·65	41,89,158	6,13,490	2,76,070	6·59		150	55·00
1910 . .	78·65	41,88,289	8,30,707	3,73,818	8·92		203	55·00

8(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Rajpura to Patiala	1-11-84	15·77	
Patiala to Bhatinda	13-10-89	90·68	
Total . .	...	...	106·45

Details of construction—

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Contract—

The railway is owned by the Patiala Durbar and is worked by the North Western State railway under the following :—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No. 817 R. T. of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by the North Western State railway for working, from 55 to 52, with effect from 1st January 1904.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Contract—*concld.*

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Patiala Durbar.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western State railway from all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—55 per cent of the gross earnings to end of 1903 and 52 per cent thereafter.

Rates and fares.—Rates and fares as in force on the North Western State railway.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	107·05	67,10,823	8,60,642	3,87,289	5·77	155	55·00
1902	107·05	67,12,977	8,40,947	3,78,426	5·64	151	55·00
1903	107·05	67,18,890	9,64,002	4,33,801	6·46	173	55·00
1904	107·05	67,23,431	10,67,925	5,12,604	7·62	192	52·00
1905	107·05	67,18,831	12,53,390	6,01,628	8·95	225	52·00
1906	107·05	68,02,580	11,87,134	5,69,825	8·38	213	52·00
1907	107·05	68,14,790	14,80,997	7,10,878	10·43	266	52·00
1908	107·05	68,52,951	13,74,351	6,59,689	9·63	247	52·00
1909	106·45	68,69,482	13,15,393	6,31,388	9·19	237	52·00
1910	106·45	68,92,203	13,91,108	6,67,731	9·68	251	52·00

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

8(*f*) Southern Punjab railway (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, K.C.I.E., M.I.C.E.
Secretary.—Urban Broughton, Esq.
Offices.—Egypt House, 36, New Broad Street, London, E.C.

The railway runs from Delhi, *viâ* Bhatinda, to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *viâ* Ambala and Lahore.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
Delhi *viâ* Bhatinda to Samasata	10-11-97	399·89	
Independent entrance from Delhi Brewery to Delhi	20-12-09	0·79	
Branch—			
Narwana to Kaithal	1-2-99	23·38	
Total	...	...	424·06

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar and jarrah.

Ballast.—The line is ballasted throughout with broken brick and stone.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 333.

Contracts—

The railway is worked under the following contracts :—

Contracts of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*f*) Southern Punjab railway (5′ 6″ gauge)—*concld.*

Contracts—*concld.*

4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" Extension, 8 (*g*).

24th June 1909 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Sutlej Valley railway.

The general conditions of the contracts are as follows:—

Government aid.—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western State railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western State railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the Company's net earnings make up an amount equal to interest for the year at the rate of 3½ per cent on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company.

Currency of contract.—Government may, by giving twelve months' notice, determine the contract on the 31st December 1929 or on the 31st December 1934 or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding more than 20 per cent of the total capital expenditure of the Company in sterling nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1954, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

Power of Company to surrender contract.—Nil.

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 52 per cent of the gross earnings. Surplus profits in excess of 3¾ per cent per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western State railway takes all receipts from traffic between its own stations including Delhi and Samasata, but excluding the Patiala railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western State railway and foreign lines.

Rates and fares.—Rates and fares are fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working—

TABLE I.										TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Rebate from N. W. S. ry., (+), or share of surplus profits payable to the Secretary of State in England, (—). (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	REMARKS. (10)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1897 .	399·80	1,99,08,812	1,61,038	77,298	0·39	+19,942	97,240	0·54	Adjustments under the Gripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.	52	52·00
1898 .	399·80	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49		74	52·00
1899 .	423·18	2,26,68,262	16,11,010	7,73,285	3·41	+17,818	7,90,603	3·48		73	52·00
1900 .	423·93	2,26,57,063	16,36,280	7,89,360	3·48	+ 3,562	7,92,922	3·50		74	52·00
1901 .	423·93	2,25,70,784	24,96,333	11,98,240	5·31	—1,73,653	10,24,587	4·54		113	52·00
1902 .	424·73	2,27,93,660	19,41,541	9,31,940	4·09	—41,522	8,90,418	3·90		88	52·00
1903 .	425·33	2,28,27,906	21,59,158	10,36,396	4·54	—90,308	9,46,088	4·14		98	52·00
1904 .	425·33	2,29,43,454	27,47,442	13,18,772	5·74	—2,30,678	10,88,094	4·74		124	52·00
1905 .	425·33	2,30,13,696	36,40,372	17,47,379	7·59	—4,43,110	13,04,269	5·66		165	52·00
1906 .	425·33	2,31,30,148	41,67,059	20,00,188	8·65	—5,67,842	14,32,346	6·19		188	52·00
1907 .	423·75	2,31,79,761	50,37,456	24,17,978	10·43	—7,75,023	16,42,955	7·09		228	52·00
1908 .	423·75	2,33,22,671	44,44,156	21,33,194	9·14	—6,47,045	14,86,149	6·37		202	52·00
1909 .	424·06	2,35,69,932	33,15,783	15,91,551	6·75	—3,56,280	12,35,271	5·24		150	52·00
1910 .	424·06	2,39,18,571	43,21,320	20,74,234	8·67	—5,55,091	15,19,143	6·35		196	52·00

8(*g*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Ludhiana to Ferozepore	10-6-05	76·68	
Ferozepore to MacLeod Ganj	10-2-06	75·36	
Total . .	...	...	152·04

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. NORTH WESTERN STATE RAILWAY SYSTEM—*contd.*

8 (*g*) Southern Punjab "Ludhiana" Extension (5' 6" gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

Ballast.—The line is being ballasted chiefly with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Contract—

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [8 (*f*)], except as follows :—

Government aid.—Government allow the Company, by way of rebate on the net earnings of the North Western State railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana Extension, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the net earnings of the Company in respect of the Ludhiana Extension will make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

Currency of contract.—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923, or at the expiration of any subsequent period of ten years, there shall be paid to the Company a sum equal to twenty-five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension; if determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

Terms of working.—Surplus profits in excess of 5 per cent per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

Statistics of working—

Table I.									Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Rebate from North Western State railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (—). (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 . .	77·05	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	33	52·00
1906 . .	155·05	79,33,781	6,29,557	3,02,187	3·81	+33,318	3,35,505	4·23	83	52·00
1907 . .	152·04	83,43,814	8,98,142	4,31,108	5·17	+31,163	4,62,271	5·54	112	52·00
1908 . .	152·04	87,92,087	8,31,931	3,99,327	4·54	+16,826	4,16,153	4·73	105	52·00
1909 . .	152·04	89,14,112	7,88,692	3,78,573	4·25	+35,203	4,13,776	4·64	100	52·00
1910 . .	152·04	89,40,892	10,03,716	4,81,784	5·39	+2,352	4,84,136	5·41	127	52·00

8 (*h*) Sutlej Valley railway (5' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
Kasur to Lodhran	6-7-10.	Miles. 209·46	Miles. 209·46

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers for main line and main loops and 60-lb. flat-footed rails on jarrah and deodar sleepers for other sidings.

Ballast.—The line is ballasted with broken brick.

Fencing.—Only station yards and short lengths on each side of level crossings provided with gates are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Contracts—

This railway, is worked as a part of the Southern Punjab railway under the contracts and conditions relating to the latter except as follows :—

Government aid.—Government shall allow the Southern Punjab Railway Company for each half year, by way of rebate, on the net earnings of the North Western State railway such a sum as together with the net earnings of the Company in respect of this railway will be equal to interest at 4½ per cent per annum on the capital expended, provided that if in any year the rebate so ascertained shall exceed the aggregate of (1) net earnings attributable to the North Western State railway derived from the interchanged traffic and from through traffic between stations on the North Western State railway sent over the Sutlej Valley railway, and (2) such surplus of net earnings of the North Western State railway in respect of traffic subject to rebate under the contracts of 1895 or 1905, then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

Terms of working.—If the Company's net earnings in respect of this railway for any year do not exceed the amount of interest at 4½ per cent per annum on the total capital expenditure, the Company shall be entitled to whole of such net

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*k*) Sutlej Valley railway (5′ 6″ gauge)—*concld.*

receipts, but any surplus of such net receipts for any year shall be divided at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the Company and three-fourths to the Secretary of State.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western State railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1910 .	209·46	1,54,94,559	2,89,668	1,39,041	0·90	.....	1,39,041	0·90	54	52·00

8 (*i*) Kalka-Simla railway (2′ 6″ gauge).

The railway was constructed by the Delhi-Umballa-Kalka Railway Company.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the line for £300,000 the Secretary of State waiving all claims of arrears of unpaid interest on the advances made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western State railway administration with effect from the 1st January 1907.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Kalka to Simla station	9-11-03	59·44	
Simla station to Old Bullock Train Office	27-6-09	0·48	
Total	...	...	59·92

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers. The 40½-lb. rails are being renewed with 60-lb. flat-footed rails.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Aërial ropeway—An aërial ropeway, designed to carry grains from the Kalka-Simla railway Goods Terminus to the Ganj at Simla, a distance of 900 ft. and at a height of 180 ft., was erected and brought into use in 1910.

Contract—*Nil.* The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, rates may be varied within the maxima and minima.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs	Rs.		Rs.	
906 . .	59·44	1,77,93,538	7,64,322	3,07,125	1·73	5,90,055	—2,83,530	The decrease in net earnings in 1910 is mainly due to renewals of permanent-way with 60-lb. rails and charges for special renewals amounting to Rs. 2,04,056.	247	59·82
907 . .	59·44	1,76,82,568	9,25,979	4,05,368	2·29	5,83,663	—1,78,295		300	56·22
908 . .	59·44	1,83,44,085	9,64,623	2,90,131	1·58	5,67,129	—2,76,998		312	69·92
1909 . . .	59·92	1,88,14,812	9,81,289	2,39,679	1·27	5,81,632	—3,41,953		316	75·58
1910 . .	59·92	1,94,24,591	10,30,967	36,042	0·18	6,03,907	—5,67,865		331	96·50

N.B.—Statistics for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.

8 (*j*) Kohat-Thal railway (2′ 6″ gauge)—

Originally the line was on the 2′ 6″ gauge from Khushalgarh, from which place to Kohat it has been converted into 5′ 6″ gauge and merged in the North Western State railway proper in 1908.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
Kohat to Thal	1-4-03	Miles. 61·75	Miles. 61·75

Details of construction—

Permanent-way.—The line is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract.—*Nil.* The line is owned and worked by the State.

Statistics of working—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	67·88
1902 . .	29·70	49,49,378	29,225	9,388	0·19	31	
1903 . .	91·73	56,70,700	1,38,533	—99,560	...	34	174·56
1904 . .	91·73	60,16,204	1,61,437	—1,97,565	...	34	222·38
1905 . .	91·73	61,63,394	1,89,445	—1,25,715	...	38	166·36
1906 . .	91·73	61,72,723	2,39,257	—1,04,516	...	50	143·68
1907 . .	91.73	61,72,701	2,28.189	—1,64,984	...	48	174·49
1908 . .	61·75	42,64,510	1,06.963	—3,50,398	...	33	427·59
1909 . .	61·75	42,68,969	1,04,952	—2,94,978	...	33	323·89
1910 . .	61·75	42,77,931	1,03,605	—1,36,316	...	32	231·57

8 (*k*) Nowshera-Durgai railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
Nowshera to Durgai	1-1-01	Miles. 40·25	Miles. 40·25

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 250 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract.—*Nil.* The railway is owned and worked by the State.

Statistics of working—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901 . .	40·25	17,97,886	95,037	—60,702	...	45	163·87
1902 . .	40·25	24,92,716	1,08,949	—55,905	...	51	152·27
1903 . .	40·25	24,19,651	1,10,782	—1,848	...	53	101·67
1904 . .	40·25	25,08,059	1,45,118	3,963	0·16	69	97·29
1905 . .	40·25	25,53,071	1,41,656	—11.574	...	68	109·17
1906 . .	40·25	25,70,096	1,50,872	11,371	0·44	72	92·46
1907 . .	40·25	25.76,543	1.73,232	9.924	0·39	83	94·27
1908 . .	40·25	25 99,122	1,98,567	28,729	1·10	95	85·53
1909 . .	40·25	25,82,909	2,04,475	5,747	0·23	98	97·19
1910 . .	40·25	25,93,397	2,25,044	29,291	1·12	107	86·98

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*concld.***

8 (*l*) Dandot Light railway (2′ 0″ gauge)—

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery which is worked for the benefit of the railway only. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles) there is another incline worked by gravity alone.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Dandot station to the mouth of the main mine	5-7-89	1·89	
Head of middle incline to shaft No. 10 of outcrop mine	1-7-93	1·29	
Head of upper incline to Pidh coal platform	6-6-95	3·00	
TOTAL	...	...	6·18

Details of construction—

Permanent-way.—The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Contract.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included in the accounts of the Dandot colliery.

8 (*m*) Khanpur-Chachran railway (5′ 6″ gauge)—

This line will be constructed by the agency of the North Western State railway from funds to be supplied by the Bahawalpur Durbar.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Khanpur to Chachran (sanctioned on 13th August 1909)	...	22·02	22·02

8 (*n*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Kalabagh to Bannu (sanctioned on 30th December 1909)	...	87·50	87·50

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—**

Lines comprised in the system.—The Oudh and Rohilkhand State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand State railway (5′ 6″ gauge)	1,324·97	203·76	1,528·73
(3′ 3⅜″ gauge)	2·18	...	2·18
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	79·60	...	79·60
Total	1,438·79	203·76	1,642·55

Running powers—

		Miles.
Home line over Foreign lines:—		
Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only		13·00
Meerut City to Meerut Cantonment, North Western State railway, for passenger trains only		2·75
	Total	15·75
Foreign lines over Home line:—		
Great Indian Peninsula railway at Cawnpore, for passenger and goods trains		0·86
,, ,, ,, ,, Cawnpore to Lucknow, for passenger trains only		44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only		10·00
		55·49
Bengal and North Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal, 34·57 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge)	for passenger and goods trains.	79·60
,, ,, ,, ,, Benares Cantonment to Benares City		1·81
Rohilkund and Kumaon railway, over Ramganga bridge between Bareilly and Basharatganj		0·52
,, ,, ,, ,, ,, ,, Dalpatpur and Moradabad		0·40
		82·33

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*contd.***

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Moghal Sarai to mile 3·55	22-12-62	3·55	
Mile 3·55, south of the Dufferin bridge, to Kashi (Benares Ganges) station	1-10-87	4·25	
Kashi (Benares Ganges) station to Benares Cantonment	18-6-83	1·50	
Benares Cantonment to Rae Bareli	4-4-98	138·36	
Rae Bareli to Lucknow	18-10-93	48·56	
Lucknow to Sandila	1-2-72	30·00	
Sandila to Hardoi	15-7-72	33·00	
Hardoi to Shahjahanpur	1-3-73	39·00	
Shahjahanpur to Pitambarpur	8-9-73	32·00	
Pitambarpur to Bareilly	1-11-73	13·00	
Bareilly to Moradabad (chord line *vid* Rampur)	8-6-94	56·07	
Moradabad to Nagina	8-10-84	47·25	
Nagina to Najibabad	1-4-85	13·79	
Najibabad to Saharanpur	1-1-86	58·25	
		518·49	
Benares-Lucknow loop—			
Benares Cantonment to Shahganj	5-1-74	56·03	
Shahganj to Bilwai	1-5-74	7·00	
Bilwai to Malipur	17-4-74	9·00	
Malipur to Akbarpur	2-3-74	12·00	
Akbarpur to Fyzabad	10-6-73	36·00	
Fyzabad to Bara Banki	25-11-72	62·00	
Bara Banki to Lucknow	1-1-72	17·00	
		199·03	
Bareilly-Moradabad loop—			
Bareilly to mile 5	22-12-73	5·00	
Mile 5 to Aonla	1-11-73	11·00	
Aonla to Chandausi	10-6-73	27·00	
Chandausi to Moradabad	28-10-72	27·50	
		70·50	
Total Main and Loop lines	...	...	788·02
Branches on the main line—			
Cawnpore branch—			
Lucknow to Cawnpore	23-4-67	42·00	
Left bank of the Ganges to junction with the East Indian railway at Cawnpore	15-7-75	3·22*	
Passenger approach to the East Indian railway at Cawnpore	21-2-88	0·23	
		45·45	
Balamau-Madhoganj branch—			
Balamau to Madhoganj	20-12-03	14·50	
Madhoganj-Sandi extension—			
Madhoganj to Bilgram	15-11-09	7·69	
Bilgram to Sandi	9-3-10	9·36	
		17·05	
Balamau Sitapur branch—			
Balamau to Misrikh	9-3-10	22·44	
Misrikh to Sitapur	5-4-10	14·84	
		37·28	
Rosa-Sitapur branch—			
Rosa to Sitapur City	18-6-10	49·22	
Moradabad-Ghaziabad branch—			
Moradabad to Gajroula	1-4-00	33·40	
Gajroula to Ghaziabad	25-11-00	53·37	
		86·77	
Hapur-Meerut branch—			
Hapur to Meerut	7-11-04	18·09	
Kotdwara branch—			
Najibabad Junction to the right bank of the Koh river opposite Kotdwara	24-12-96	15·19	
Hardwar branch—			
Lhaksar Junction to the left bank of the Ganges Canal near Jawalapur	1-1-86	13·53	
Left bank of the Ganges Canal near Jawalapur to Hardwar	20-8-86	3·53	
		17·06	
Branches on Benares-Lucknow loop—			
Ajodhya Ghat branch—			
Ranupali to Ajodhya Ghat	15-11-86	3·22	
Allahabad-Fyzabad branch—			
Fyzabad to Sultanpur	1-2-04	35·50	
Sultanpur to Siwait†	1-7-03	47·05	
Siwait to Phaphamau	20-1-04	3·27	
Phaphamau to Allahabad	1-1-05	7·00	
		92·82	
Allahabad-Jaunpur branch—			
Phaphamau to Mariahu	18-6-06	47·51	
Mariahu to Zafarabad	1-1-07	10·67	
		58·18	
Bahramghat branch—			
Bara Banki to Bahramghat	20-11-72	21·52‡	
Branches on the Bareilly-Moradabad loop—			
Aligarh branch—			
Chandausi to Rajghat Narora	28-10-72	30·48	
Rajghat Narora to Aligarh	1-2-72	30·12	
		60·60	
Total branches	...	...	536·95
Total 5′ 6″ gauge	...	...	1,324·97
3′ 3⅜″ gauge—Benares City branch—			
Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western)	1-4-99	...	2·18
TOTAL OPEN MILEAGE, OUDH AND ROHILKHAND STATE RAILWAY PROPER, CARRIED OVER	...	...	1,327·15

*Of this 0·59 mile on the Cawnpore bridge is mixed (5′ 6″ and 3′ 3⅜″) gauge.
† Excluding 2·45 miles, between Partabgarh and Chilbila, which is a part of the main line.
‡Of this the length from Burhwal to Bara Banki, 16·79 miles, is mixed (5′ 6″ and 3′ 3⅜″) gauge.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*contd.***

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Total open mileage, brought forward	...	...	1,327·15
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Sitapur City to Sitapur City Thompsonganj	2-2-11	2·59	
Allahabad-Rae-Bareli-Cawnpore railway—			
Dalmau to Munshiganj (sanctioned on 5th March 1909)	...	15·32	
Phaphamau to Unao (sanctioned on 5th March 1909)	...	114·58	
Rae Bareli to Mustafabad (sanctioned on 5th March 1909)	...	23·41	
Akbarpur to Tanda (sanctioned on 20th September 1910)	...	11·07	
Dhakia to Sambal (sanctioned on 12th October 1910)	...	14·64	
Gajroula to Chandpur (sanctioned on 24th March 1910)	...	22·15	
Total under construction	...	...	203·76
Grand total, Oudh and Rohilkhand State railway	...	...	1,530 91
DOUBLE LINE—			
Lucknow to Kakori	11-10-09	8·33	

Details of construction—

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails, and about 200 miles are practically complete. The Benares-Lucknow loop is laid throughout with 75-lb. flat-footed steel rails. On most of the branches the greater part of the rails are 75-lb. flat-footed steel. On the Bahramghat branch and Madhoganj-Sandi extension they are partly 60-lb. flat-footed iron and partly 60-lb. steel rails.

The sleepers are of the following types :—Stamped steel bowls, cast-iron pots, steel trough transverse and wood (sâl, deodar, jarrah, teak, pine and Australian hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara branch.

Ballast.—The main line is ballasted throughout with kunkur, stone, or shingle. The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Cawnpore, Moradabad-Ghaziabad, Hardwar and Allahabad-Fyzabad branches and the greater part of the Bahramghat branch which are ballasted with kunkur, stone or shingle.

Fencing.—The line is fenced throughout with the exception of the Balamau-Madhoganj, Hapur-Meerut and Kotdwara branches and a portion of the Allahabad-Jaunpur branch.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the railway is 1 in 400, except for the Kotdwara branch where it is 1 in 100 and for the Lhaksar-Saharanpur section of the main line where it is 1 in 150.

Contracts.—*Nil.* The railway is owned and worked by the State.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*contd.***

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Gain or loss to the State *pertaining to each calendar year.* (8)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	TABLE I. Includes the Cawnpore-Burhwal (3′ 3⅜″ gauge) Link, 9 (*c*).							TABLE II.	
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1889	692·55	9,22,32,226	75,39,683	42,04,076	4·56	49,71,898	—7,67,822	209	44·24
1890	692·55	9,27,89,280	73,81,396	37,54,478	4·05	44,23,109	—6,68,631	205	49·14
1891	692·55	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	+2,16,792	238	42·29
1892	692·55	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	—2,63,082	237	41·28
1893	741·11	10,09,17,292	87,15,926	50,17,053	4·97	55,01,058	—4,84,005	239	42·44
1894	796·64	10,28,87,184	1,05,18,836	57,36,138	5·58	63,11,201	—5,75,063	262	45·47
1895	797·18	10,65,05,148	1,02,94,880	52,55,948	4·93	64,26,370	—11,70,422	248	48·95
1896	830·15	10,92,69,485	86,97,076	43,50,907	3·98	61,30,729	—17,79,822	209	49·97
1897	891·97	11,44,19,239	85,15,856	36,96,778	3·23	59,77,486	—22,80,708	186	56·59
1898	1,030·36	11,66,56,000	98,51,599	53,07,727	4·55	58,76,247	—5,68,520	190	46·12
1899	1,030·36	12,23,50,210	1,11,38,990	60,76,595	4·97	59,75,292	+1,01,393	208	45·45
1900	1,101·56	12,57,60,656	1,15,15,132	55,91,727	4·45	62,28,185	—6,36,458	209	51·44
1901	1,118·94	12,89,85,151	1,32,54,991	72,20,007	5·60	63,12,044	+9,07,963	231	45·53
1902	1,119·24	13,66,82,842	1,31,65,792	64,11,336	4·69	64,79,103	—67,767	230	51·30
1903	1,180·79	14,54,28,164	1,39,49,922	72,31,862	4·97	68,40,953	+3,90,909	232	48·16
1904	1,237·65	14,96,63,929	1,52,96,206	71,33,117	4·76	70,54,120	+78,997	241	53·37
1905	1,244·65	15,37,92,910	1,53,85,913	63,43,667	4·12	71,68,431	—8,24,764	238	58·77
1906	1,292·16	15,71,99,731	1,64,67,329	78,15,731	4·97	75,66,010	+2,49,721	249	52·54
1907	1,302·83	16,40,20,116	1,81,93,069	65,62,413	4·00	70,99,564	—5,37,151	269	63·93
1908	1,302·83	17,17,49,978	1,61,61,543	50,29,153	2·93	74,73,210	—24,44,057	239	68·88
1909	1,310·52	17,78,51,571	1,61,86,594	45,93,282	2·58	76,42,849	—30,49,567	238	72·76
1910	1,406·75	18,58,11,981	1,83,03,844	88,80,832	4·78	78,34,486	+10,46,346	253	51·48

N.B.—Statistics for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Hardwar to Dehra	1-3-00	32·04	32·04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, sâl and Australian sleepers.

Ballast.—The line is ballasted throughout with shingle, with a covering of broken stone for boxing.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Contract—

The Hardwar-Dehra railway is worked under the following contract :—

Contract of—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Interest at 3 per cent per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land was provided free of charge.

Provision of capital.—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital and, except for *bonâ fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.

Currency of contract.—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent, nor is less than the total capital expenditure.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*concld.***

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Contract—*concld.*

Power of Company to surrender contract.—Nil.

Terms of working.—After deduction of 50 per cent of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs. 1,000, classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Rates and fares.—Rates and fares to be arranged between Government and the working agency within one and a half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand State railway.

Statistics of working—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs		Rs.	Rs.	Rs.		Rs.	
1900 .	32·04	25,67,093	1,60,485	80,243	3·13	...	...	...	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.	115	50·00
1901 .	32·04	28,12,301	2,13,456	1,06,728	3·80	84,220	11,254	+11,254		128	50·00
1902 .	32·04	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597		152	50·00
1903 .	32·04	28,44,541	2,62,719	1,31,360	4·62	85,260	23,050	+23,050		158	50·00
1904 .	32·04	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514		158	50·00
1905 .	32·04	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574		188	50·00
1906 .	32·04	29,24,284	3,34,110	1,67,055	5·71	87,688	39,683	+39,684		201	50·00
1907 .	32·04	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731		232	50·00
1908 .	32·04	29,44,092	3,76,334	1,88,167	6·39	88,185	49,991	+49,991		226	50·00
1909	32·04	29,65,357	3,68,624	1,84,312	6·21	88,734	47,789	+47,789		221	50·00
1910 .	32·04	29,85,633	4,04,443	2,02,221	6·77	89,548	56,337	+56,336		243	50·00

9 (*c*) Cawnpore-Burhwal (3′ 3⅜″ gauge) link—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Burhwal to Daliganj	24-11-96	*34·57	
Aishbagh to Cawnpore	25-4-97	†45·03	
TOTAL .	...	...	79·60

Details of construction—

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone, or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand State railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand State railway 80 per cent, which has, with effect from the 1st July 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand State railway [9 (*a*)].

* Including the length Burhwal to Bara Banki, 16·79 miles, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
† Including the length on the Cawnpore bridge, 0·59 mile, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimber, Bart., M. P.
Managing Director.—N. G. Priestley, Esq.
Offices.—91, York Street, Westminster, S. W.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the late Madras railway with branches, and the Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways, which were worked by the late Madras Railway Company up to the 31st December 1907, were taken over by the South Indian Railway Company, who from the same date made over to the amalgamated Madras and Southern Mahratta Railway Company their 3′ 3⅜″ gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur and obtained running powers over the Madras-Bangalore section. The Shoranur-Cochin Native State line was also transferred from the late Madras Railway Company to the South Indian Railway Company for working from the same date.

Lines comprised in the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (5′ 6″ gauge)	445·94	...	445·94
(*b*) South Indian railway (3′ 3⅜″ gauge)	876·80	12·19	888·99
(*c*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*d*) Nilgiri railway (3′ 3⅜″ gauge)	28·96	...	28·96
(*e*) Pondicherry railway (3′ 3⅜″ gauge)	7·85	...	7·85
(*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)	64·75	...	64·75
(*g*) Tanjore District Board railway (3′ 3⅜″ gauge)	103·36	...	103·36
(*h*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)	50·41	...	50·41
(*i*) Tinnevelly-Quilon (Travancore) (Native State section) (3′ 3⅜″ gauge)	58·05	...	58·05
(*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)	18·53	54·87	73·40
(*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)	25·38	...	25·38
Total	1,694·68	67·06	1,761·74

Running powers—

Home line over foreign line.—

	Miles.
Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains	219·00

10 (*a*) South Indian railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
West distant signal at Jalarpet to Tirupattur	23-5-60	4·65	
Tirupattur to Salem	1-2-61	69·98	
Salem to Sankaridrug	1-12-61	23·68	
Sankaridrug to Podanur	12-5-62	71·18	
Podanur to Pattambi	14-4-62	64·96	
Pattambi to Kuttippuram	23-9-61	11·50	
Kuttippuram to Tirur	1-5-61	9·39	
Tirur to Kadalundi	12-3-61	16·31	
Kadalundi to Calicut	2-1-88	9·25	
Calicut to Badagara	1-10-01	28·95	
Badagara to Tellicherry	1-5-02	13·50	
Tellicherry to Cannanore	20-5-03	13·00	
Cannanore to Azhikal	15-3-04	4·10	
Azhikal to Hosdrug	21-8-06	34·52	
Hosdrug to Kasaragod	1-10-06	14·22	
Kasaragod to Kumbla	17-11-06	7·62	
Kumbla to Mangalore	3-7-07	20·91	
Nilgiri branch— Total main line	...	...	417·72
Podanur to Coimbatore	1-2-73	3·78	
Coimbatore to Mettupalaiyam	31-8-73	21·97	
Palghat branch—	...	25·75	
Olavakkot to Palghat	2-1-88	2·47	
Total branches	...	...	28·22
TOTAL OPEN MILEAGE, SOUTH INDIAN RAILWAY, 5′ 6″ GAUGE	...	...	445·94

Details of construction—

Permanent-way.—The rails are 75-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel and 75-lb. double-headed iron. The sleepers are cast iron pots, pynkado, sâl and jarrah wood.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Jalarpet and Bommidi is 1 in 120; between Bommidi and Calicut, 1 in 100 (except at Bommidi Ghat where it is 1 in 70 and at Walayar Ghat where it is 1 in 62); between Calicut and Cannanore, 1 in 150; between Cannanore and Azhikal 1 in 100; between Azhikal and Mangalore 1 in 90; between Podanur and Mettupalaiyam, 1 in 80; and between Olavakkot and Palghat, 1 in 106.

Contract—

Up to the 31st December 1907 the line was worked by the late Madras Railway Company as an integral part of their railway. With effect from the 1st January 1908 it was made over to the South Indian Railway Company to be worked as an integral part of their undertaking under the terms of the contract of 2nd March 1909 between the Secretary of State and the South Indian Railway Company, which provides for the Company receiving the entire earnings of the line and paying to Government the sums mentioned in sub-paragraphs (iii) and (iv) of "Terms of working" under South Indian railway (3′ 3⅜″ gauge), 10 (*b*).

Statistics of working.—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	445·94	6,42,27,971	57,25,148	25,25,034	3·93	247	55·90
1909	445·94	6,43,58,255	62,30,385	28,18,753	4·38	269	54·76
1910	445·94	6,61,74,084	63,39,154	24,95,532	3·77	273	60·63

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
MADRAS-TUTICORIN SECTION—			
Main line—			
Madras Beach Junction to Madras Beach	15-1-00	0·11	
Madras Beach old to Park	1-1-79	1·82	
Madras (Park) to Tindivanam	1-9-76	76·05	
Tindivanam to Cuddalore (Old town)	1-1-77	52·01	
Cuddalore (Old town) to Porto Novo	1-7-77	17·15	
Porto Novo to Chidambaram	1-10-78	6·73	
Chidambaram to Coleroon	1-7-79	4·57	
Coleroon to Shiyali	1-1-78	6·06	
Shiyali to Mayavaram	1-7-77	12·24	
Mayavaram to Tanjore	15-2-77	43·76	
Tanjore to Trichinopoly Junction	11-3-62	31·14	
Trichinopoly Junction to Madura	1-9-75	96·04	
Madura to Tuticorin	1-1-76	98·71	
Tuticorin to Foreshore	7-8-99	0·41	
Total main line	...	...	446·80
Branches—			
Arkonam branch—			
Chingleput to Walajabad	1-8-80	13·66	
Walajabad to Conjeeveram	1-1-81	7·94	
Conjeeveram to Arkonam	8-5-65	17·65	
		39·25	
Pondicherry branch—			
Villupuram to the Gingee river, inclusive of the bridge over the river	15-12-79	16·47	
Nagore branch—			
Tanjore to Tiruvallur	2-12-61	33·83	
Tiruvallur to Negapatam	15-7-61	14·33	
Negapatam to Nagore	1-12-99	4·67	
		52·83	
Pulliarpati Quarry branch—			
Tanjore to Pulliarpati quarry buffer end	1-7-98	4·57	
Erode branch—			
Trichinopoly Junction to Fort	11-3-62	2·52	
Trichinopoly Fort to Karur	3-12-66	44·65	
Karur to Kodumudi	1-7-67	16·71	
Kodumudi to Erode	1-1-68	23·53	
		87·41	
Pamban branch—			
Madura to Mandapam	1-8-02	89·50	
Pamban to Rameswaram	1-9-06	6·95	
Rameswaram to Dhanushkodi	10-12-08	11·30	
		107·75	
Tinnevelly branch—			
Maniyachi to Tinnevelly	1-1-76	18·00	
Wharf branch—			
Cuddalore (Old town) to Wharf	7-8-99	1·54	
Capper Quarry branch—			
Junction with main line to Capper Quarry	15-4-00	0·86	
Salt branch—			
Tuticorin to buffer end of Livingepuram	12-11-99	2·39	
Total branches	...	...	331·07
TOTAL MADRAS-TUTICORIN SECTION	...	...	777·87
VILLUPURAM-KATPADI SECTION—			
Main line—			
Villupuram to Tiruvannamalai	17-11-90	41·80	
Tiruvannamalai to Katpadi	18-3-91	57·13	
TOTAL VILLUPURAM-KATPADI SECTION	...	...	98·93
TOTAL OPEN MILEAGE, SOUTH INDIAN RAILWAY (3′ 3⅜″ GAUGE)	...	...	876·80
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Mandapam to Toni Torai (sanctioned on 16th September 1904)	...	1·86	
Toni Torai to Pamban (sanctioned on 16th September 1904).	...	1·33	
Tirupachetti to Sivagunga (sanctioned on 21st April 1899)	...	9·00	
Total lines under construction	...	...	12·19
GRAND TOTAL, SOUTH INDIAN RAILWAY (3′ 3⅜″ GAUGE)	...	...	888·99

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41¼-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, and sâl, pynkado, west coast teak, jarrah and irul wood.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Contracts—

The railway is worked under the following contracts:—

Contracts of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the construction and working of Pamban and Travancore branches.

2nd March 1909 (between the Secretary of State and the South Indian Railway Company) providing for the relinquishment of the section of the Company's line north of Katpadi and the taking over of the Jalarpet-Mangalore section of the late Madras railway.

26th October 1909 (between the Secretary of State and the South Indian Railway Company) for construction and working of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway as an integral part of the undertaking.

21st December 1910 (between the Secretary of State and the South Indian Railway Company) for continuance of working with modifications in the terms after 31st December 1910.

The general conditions of the contracts up to 31st December 1910 were as follows :—

Terms of purchase.—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under guarantee. Subject to the provision of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

* Company's stock at date of purchase ...	£ 3,208,280
Premium	989,277
	4,197,557

Currency of contract.—Government may determine the contract on the 31st December 1945 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it by giving six months' notice should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and paid to Government.

NOTE.—The Secretary of State for India has withdrawn the notice of his intention to terminate his contract with the Company on the 31st December 1910; and it has been agreed that the contract of 24th November 1890 as modified by the supplemental contracts shall after the 31st December 1910 continue in force with such further modifications as are contained in the contract of 21st December 1910.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the railway there will be deducted—

(*i*) the working expenses (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government);

(*ii*) payment to Government of the equivalent in rupees of interest at—

(*a*) 3 per cent on £1,000,000, the Company's capital;

(*b*) 4½ per cent on £425,000, the irredeemable debenture stock of the old Company;

(*c*) 3½ per cent on the debenture stock issued and upon the principal moneys owing in respect of advances made for the Pamban branch; and

(*d*) 3 per cent on the net expenditure shown by the capital advance, stores and capital accounts;

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*concld.*

Contracts—*contd.*

Terms of working—concld.

(*iii*) 19½ lakhs of rupees on account of earnings of the Jalarpet-Mangalore section added to the Company's system *less* Rs. 4,00,000, the earnings of the section relinquished ; and

(*iv*) a sum of Rs. 2,34,863 in each year representing the net yearly income derived by the Company from the traffic interchanged between the Madras-Bangalore and the Jalarpet-Mangalore sections.

And the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each, capital expended on and after, but not before, 1st January 1908 on the lines transferred to the South Indian railway being added to the capital account of the South Indian railway save and except capital expended on the extension of the Nilgiri railway, from Coonoor to Ootacamund, which shall not be so included even if incurred after the 1st January 1908.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.									TABLE II.	
Includes the South Indian (5′ 6″ gauge), Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways, 10 (*a*), (*d*), (*j*) and (*k*) from 1908.										
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	900·76	7,72,11,806	70,36,756	24,29,625	3·15	35,89,736	70,901	−12,31,012	154	65·47
1892	1,105·19	7,82,83,761	77,14,996	28,53,591	3·65	39,51,093	76,586	−11,74,088	137	63·01
1893	1,041·51	7,63,31,943	80,92,415	31,15,918	4·08	38,58,152	1,41,676	−8,83,910	149	61·50
1894	1,041·51	7,64,13,362	80,46,559	32,83,865	4·30	42,81,812	1,55,059	−11,53,006	148	59·19
1895	1,041·59	7,68,38,604	89,14,947	38,96,987	5·07	42,77,578	2,60,599	−6,41,190	165	56·29
1896	1,041·59	7,67,63,925	89,45,581	40,27,489	5·25	40,60,677	2,86,156	−3,19,344	165	54·98
1897	1,041·59	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,37,792	+ 82,823	170	53·20
1898	1,017·88	7,45,21,878	84,67,581	38,35,527	5·15	37,49,521	2,66,184	−1,80,178	157	54·79
1899	1,030·53	7,53,12,929	84,74,461	39,83,540	5·29	36,38,393	3,01,776	+ 43,371	159	52·99
1900	1,033·63	7,62,95,528	89,04,925	43,97,916	5·76	36,62,994	3,68,699	+3,66,223	166	50·61
1901	1,033·63	8,04,49,712	1,01,44,657	54,15,176	6·73	37,23,736	5,43,890	+11,47,550	188	46·62
1902	1,123·13	8,18,32,571	1,05,51,072	56,87,510	6·95	38,18,209	5,33,246	+13,36,055	189	46·10
1903	1,123·13	8,31,40,603	1,22,14,138	72,76,216	8·75	39,06,079	7,89,547	+25,80,590	209	40·43
1904	1,123·13	8,45,16,652	1,25,12,321	69,62,790	8·24	40,55,602	7,16,725	+21,90,463	214	44·35
1905	1,123·05	8,62,95,191	1,20,34,476	65,77,330	7·62	40,05,718	6,30,603	+19,41,014	221	49·15
1906	1,130·00	8,91,97,605	1,32,75,295	58,92,976	6·61	40,92,724	4,94,281	+13,05,973	227	55·61
1907	1,129·85	9,06,35,408	1,41,19,421	71,69,818	7·91	38,76,608	6,71,818	+26,21,387	240	49·22
1908	1,295·61	15,07,19,882	2,04,61,326	94,20,016	6·25	46,89,556	6,98,860	+40,31,600	282	53·96
1909	1,395·61	15,57,78,715	2,17,41,647	1,01,90,046	6·54	49,52,436	7,44,562	+44,93,048	300	53·13
1910	1,395·61	16,08,25,627	2,24,59,591	1,02,34,257	6·36	51,05,988	7,13,317	+44,14,952	309	54·43

N. B.—Statistics for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.

10 (*c*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Karaikkal to Peralam	14-3-98	14·65	14·65

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10(c) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—*concld.*

Contract—

The railway is worked under the following contract :—

Contract of—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

Currency of contract.—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

Terms of working.—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, *plus* 5 per cent of the gross receipts of the line for the use of the main line rolling-stock and Rs. 1,500 per annum for interest on the main line revenue stores and stores and workshop buildings and machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term, the Government of the French Settlements in India have to make good the loss.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	14·65	7,23,786	30,450	13,314	1·84	40	56·28
1902	14·65	7,23,786	32,736	14,619	2·02	43	55·34
1903	14·65	7,23,786	38,933	19,864	2·74	51	48·98
1904	14·65	7,23,786	36,945	—29,432	...	48	179·66
1905	14·65	7,23,786	36,922	4,406	0·61	48	88·07
1906	14·65	7,23,786	39,035	—4,420	...	51	111·32
1907	14·65	7,23,786	41,108	9,408	1·30	54	77·11
1908	14·65	7,23,786	43,948	14,361	1·96	58	67·32
1909	14·65	7,23,786	46,125	13,590	1·88	61	70·54
1910	14·65	7,23,786	44,070	—517	...	58	101·78

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

10 (d) Nilgiri railway (3′ 3⅜″ gauge)—

The Nilgiri railway was originally registered as a Company on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the old Company and supply the capital required to complete it, and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1903. The extension to Ootacamund was constructed by Government.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Mettupalaiyam to Coonoor	15-6-99	16·99	
Coonoor to Fernhill	15-9-08	10·86	
Fernhill to Ootacamund	15-10-08	1·11	
TOTAL ...	...	...	28·96

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

Contract—

The railway is the property of the State and was worked by the old Madras Railway Company up to the 31st December 1907 on behalf of the State. With effect from 1st January 1908 it was made over to the South Indian Railway Company for working as an integral part of their undertaking under the terms of the contract of 2nd March 1909 between the Secretary of State and the South Indian Railway Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*d*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28·96	67,82,028	3,36,030	42,991	0·63	223	87·21
1909	28·96	70,32,241	4,08,791	53,657	0·76	271	86·87
1910	28·96	75,94,023	4,57,097	72,441	0·95	304	84·15

N.B.—Statistics for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.

10 (*e*) Pondicherry railway (3′ 3⅜″ gauge)—

The line is in the French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of southern India and of developing the resources of the French territory.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
East bank of the Gingee river to Pondicherry	15-12-79	7·85	7·85

Details of construction—

Permanent-way.—The line is laid principally with 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contract—

The railway is worked under the following contract :—

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

The general conditions of the contract are as follows :—

Currency of contract.—The contract will be terminable by either party on giving 12 months' notice expiring on the 31st December in any year.

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking including the Pondicherry railway.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	7·85	5,68,543	60,174	32,366	5·69	147	46·21
1902	7·85	5,68,543	70,478	37,960	6·68	173	46·14
1903	7·85	5,68,543	73,416	44,258	7·78	180	39·72
1904	7·85	5,68,543	60,119	33,662	5·92	147	44·01
1905	7·85	5,68,543	58,414	29,827	5·25	143	48·94
1906	7·85	5,68,543	55,026	24,536	4·32	135	55·41
1907	7·85	5,68,543	66,210	33,966	5·97	162	48·70
1908	7·85	5,68,543	77,018	35,880	6·31	189	53·41
1909	7·85	5,68,543	86,073	39,163	6·89	211	54·50
1910	7·85	5,68,543	97,447	43,611	7·67	239	55·25

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Shoranur to Ernakulam	16-7-02	64·75	64·75

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.
Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.
Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.
Curves.—The sharpest curve is of 818·57 feet radius.
Gradients.—The ruling gradient is 1 in 80.

Agreement—

The Shoranur-Cochin railway is the property of the Cochin Durbar and was worked by the old Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company for working under the following agreement :—

Agreement of—1st January 1908 (between His Highness the Raja of Cochin and the South Indian Railway Company) for maintenance and working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Raja of Cochin.

Currency of agreement.—The agreement is to remain in force until the Company's contract of 24th November 1890 with the Secretary of State is terminated, or if that contract is renewed this agreement shall continue in force, provided that either party may terminate it any time by giving 12 months' previous notice expiring on 30th June or before 31st December in any year.

Terms of working.—In refund of the expenditure incurred by the South Indian Railway Company in working this railway the Cochin Durbar pay to the Company half-yearly :—

(*a*) All expenditure on account of renewals as distinguished from maintenance expenditure incurred.
(*b*) Share of working expenses attributable to this railway.
(*c*) One per cent of net earnings on account of special contribution to the Railway Company's Provident Fund.
(*d*) Interest on the cost of Shoranur Junction station.

And the balance of gross earnings exceeding 2 per cent of the booked capital expenditure is divided between the Cochin Durbar and the Company in the proportion of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter.

Rates and fares.—Are the same as are generally applicable to the system of railways worked by the Company.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	64·75	63,66,301	1,34,845	73,299	1·15	69	45·64
1903	64·75	64,41,390	3,52,964	1,98,023	3·07	105	43·90
1904	64·75	67,88,610	3,92,782	1,94,244	2·86	117	50·55
1905	64·75	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906	64·75	68,59,349	3,91,378	1,55,689	2·27	116	60·22
1907	64·75	69,31,602	4,17,179	1,35,752	1·96	124	67·46
1908	64·75	69,44,148	4,44,076	2,00,352	2·89	132	54·88
1909	64·75	69,86,248	5,16,290	2,60,923	3·73	153	49·46
1910	64·75	69,48,970	5,62,461	2,56,954	3·69	167	54·32

10 (*g*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway, or benefitted by its construction. It was entirely a new departure, and has opened the way for the provision of railways, for which Government are unable to find the money immediately, when the District Board has raised sufficient capital from its cess.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*g*) Tanjore District Board railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Mayavaram to Tiruvallur	2-4-94	54·08	
Tiruvallur to Mutupet			
Mutupet to Pattukkottai	20-10-02	17·03	
Pattukkottai to Arantangi	31-12-03	28·35	
Arantangi to Quarry	23-8-06	3·90	
Total	...	...	103·36

Details of construction—

Permanent-way.—The line is laid with first-class 41¼-lb. flat-footed steel and 40·3-lb. flat-footed second-class iron rails on sâl, pynkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Contract—

The railway is worked under the following contract :—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—Land was provided free of cost.

Terms of contract.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs. 12,34,720, being treated as a loan at 4 per cent per annum. The extension of the line was carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

Currency of contract.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R. C., dated 5th March 1898).

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which percentage shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), *plus* 5 per cent of the gross receipts of the line for use of rolling-stock.

Rates and fares.—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1900	54·08	26,50,776	2,32,280	97,782	3·69	1,02,734	—4,952	83	57·90
1901	54·08	32,17,511	2,90,637	1,35,765	4·22	1,38,841	—3,076	103	53·29
1902	71·11	38,18,202	3,08,879	1,46,764	3·84	1,63,157	—16,393	103	52·48
1903	99·46	45,70,190	3,90,747	2,09,167	4·58	1,97,476	+11,691	106	46·47
1904	99·46	46,32,763	5,24,490	2,61,364	5·64	2,25,868	+35,496	101	50·17
1905	99·46	47,33,090	5,86,680	2,65,302	5·61	2,42,754	+22,548	113	54·78
1906	103·36	47,98,375	6,01,066	2,32,833	4·85	2,34,646	—1,813	116	61·26
1907	103·36	47,86,554	6,33,181	2,86,169	5·98	2,07,676	+78,493	118	54·80
1908	103·36	48,05,788	6,87,571	2,77,134	5·77	2,28,463	+48,671	128	59·69
1909	103·36	48,08,937	6,84,734	2,70,086	5·62	2,05,035	+65,051	127	60·56
1910	103·36	48,45,390	7,59,296	2,96,545	6·12	2,23,170	+73,375	141	60·94

N.B.—Statistics for the periods prior to 1900 will be found in Appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*k*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Tinnevelly to Kalidaikurichi	1-6-02	19·13	
Kallidaikurichi to the British frontier near Shencottah	1-8-03	31·28	
TOTAL	...	...	50·41

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

The Travancore branch is worked under the following contract :—

Contract of—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—Government guarantee interest at 3¼ and 3½ per cent on the debentures to be raised by the South Indian Railway Company for the construction of the line.

Currency of contract.—The contract will remain in force until the principal contract for working the undertaking shall terminate.

Terms of working.—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half-year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them, had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

	TABLE I.												TABLE II.	
	Mileage open at end of each year.		Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in columns (4) and (5).	Interest charges.		Gain or loss *pertaining to each calendar year.*			(Including the Native State section.)	
										British section.				
Calendar year.	British section.	Native State section.	British section.	Native State section.				British section.	Native State section.	South Indian Railway Company.	State.	Native State section.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	19·05	...	31,64,655	75,81,838	47,210	26,039	0·24	1,15,306	2,30,014	...	—89,267	—2,30,014	81	44·84
1903	49·50	0·43	38,46,098	1,01,18,508	1,68,379	99,038	0·71	1,21,989	3,14,967	—15,596	—80,817	—2,41,505	101	41·18
1904	50·40	57·98	40,40,486	1,15,98,498	3,05,764	1,49,690	0·96	1,39,945	3,95,455	—16,145	—91,408	—2,78,157	85	51·04
1905	50·48	57·98	43,40,925	1,17,84,078	4,86,757	2,49,307	1·55	1,44,178	3,32,112	—13,234	+5,038	—2,18,787	86	48·78
1906	50·48	57·98	43,62,285	1,18,26,747	4,97,643	2,22,479	1·37	1,45,163	3,86,240	—13,939	—56,715	—2,38,270	88	55·29
1907	50·48	57·98	43,86,635	1,18,07,091	5,97,098	3,04,880	1·88	1,50,213	3,97,953	—10,269	—54,916	—1,78,121	106	48·94
1908	50·48	57·98	43,89,979	1,17,98,655	6,42,077	2,93,380	1·81	1,51,598	3,99,756	—10,481	—59,438	—1,88,055	114	54·31
1909	50·41	58·05	43,93,309	1,17,97,245	6,50,948	2,95,529	1·83	1,44,338	3,85,580	—9,034	—54,609	—1,70,972	115	54·60
1910	50·41	58·05	44,22,418	1,18,26,000	6,80,080	3,04,658	1·88	1,45,069	3,86,342	—8,351	—53,459	—1,65,566	121	55·20

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*i*) Tinnevelly-Quilon (Travancore) (Native State section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Quilon to Punalur	1-6-04	28·28	
Punalur to the Frontier of the Travancore State near Shencottah	26-11-04	29·77	
TOTAL	...	...	58·05

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Punalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

Contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) (British section) [10 (*h*)].

Statistics of working—

See under British section [10 (*h*)].

10 (*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Open line—		Miles.	Miles.
Morappur to Dharmapuri	18-1-06	18·53	18·53
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Dharmapuri to Hosur (sanctioned on 2nd March 1909)	...	54·87	54·87
TOTAL	...	...	73·40

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

The line is the property of the State and was worked by the old Madras Railway Company up to the 31st December 1907 on behalf of the State. With effect from the 1st January 1908, it was made over to the South Indian Railway Company for working as an integral part of their undertaking under the terms of the contracts of 2nd March 1909 and 26th October 1909 between the Secretary of State and the South Indian Railway Company.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	18·53	8,39,999	37,145	3,769	0·45	39	89·85
1909	18·53	9,22,100	39,270	—6,883	...	41	117·53
1910	18·53	12,56,128	45,796	9,627	0·77	48	78·98

N.B.—Statistics for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. SOUTH INDIAN RAILWAY SYSTEM—*concld.*

10 (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Tirupattur to Krishnagiri	18-9-05	25·38	25·38

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contract—

The same remarks apply as in the case of the Morappur-Dharmapuri railway [10 (*j*)].

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 .	25·38	10,87,305	53,682	1,233	0·11	41	97·70
1909 .	25·38	10,86,836	45,692	312	0·03	35	99·32
1910 .	25·38	11,14,660	57,179	10,061	0·90	43	82·40

N.B.—Statistics for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.

Number $\frac{\text{Main head 11}}{\text{Sub-head } (a)}$. ASSAM-BENGAL RAILWAY (3′ $3\frac{3}{8}$″ gauge)—

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.

Managing Director.—James Meadows Rendel, Esq.

Offices.—Bishopsgate House, Bishopsgate Street Within, London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Chittagong Port to Chittagong	3-11-95	1·73	
Chittagong to Feni	1-7-95	56·90	
Feni to Comilla	1-7-95	39·10	
Comilla to Akhaura	1-1-96	29·41	
Akhaura to Karimganj	4-12-96	115·00	
Karimganj to Badarpur	4-12-96	12·00	
Badarpur to Dámchara	23-4-99	18·53	
Dámchara to Lumding	1-12-03	96·70	
Lumding to Nazira	1-1-01	141·87	
Nazira to Lakwá	15-11-01	10·71	
Lakwá to Bhojo	1-2-03	12·72	
Bhojo to Tinsukia	1-3-03	41·94	
Total main Line	...	...	576·61

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward ...	...	...	576·61
Branches—			
Chandpur branch—			
Láksám to Chandpur	1-7-95	31·62	
Silchar branch—			
Badarpur to Katakhal	13-6-98	6·27	
Katakhal to Silchar	8-11-98	12·35	
		18·62	
Gauháti branch—			
Gauháti Ghát to Gauháti	1-1-97	1·32	
Gauháti to Jamuna Mukh.	1-1-97	74·11	
Jamuna Mukh to Lanka.	2-1-99	19·11	
Lanka to Lumding (temporary station)	1-3-99	15·55	
Lumding (temporary station) to Lumding	20-2-00	3·44	
		113·53	
Noakhali branch—			
Láksám to Noakhali	15-5-03	30·46	
Bhairab Bazar branch—			
Akhaura to Ashuganj	1-4-10	19·05	
Total branches	...	...	213·28
TOTAL OPEN LINE	...	...	789·89
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Kalaura to Fenchuganj (sanctioned on 3rd March 1906)	...	15·07	
Bhairab Bazar to Tangi (sanctioned on 17th August 1910)	...	39·46	
Total under construction or sanctioned for construction	...	...	54·53
GRAND TOTAL, ASSAM-BENGAL RAILWAY	...	...	844·42

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pynkado, and partly on bastard sâl, nageshur, jarrah wood and ironbark sleepers. The Noakhali branch is laid with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Láksám and Chandpur, Gauháti Ghât and Gauháti, and half a mile from Gauháti towards Lumding, and at some stations on the hill section.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding, 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauháti and Tinsukia, 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150.

Contracts—

The Assam-Bengal railway is worked under the following contracts:—

Contracts of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

11th April 1906 (between the Secretary of State and the Assam-Bengal Railway Company)—supplemental to the contract of the 26th April 1892—for the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part of their undertaking, and for the application thereto, as from 1st January 1906, of the provisions of the principal contract of the 26th April 1892.

The general conditions of the contracts are:—

Government aid.—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3½ per cent. Land was provided free of charge.

Method of raising capital.—The contract provides that the Company raises £1,500,000, and that any further money required be either supplied by the Government or raised by the Company under guarantee.

Ownership.—Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings), are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

Contracts—*concld.*

Currency of contract.—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three half-years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount at the par value of the share capital paid by the Company to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, limited to one per cent of net earnings. With effect from 2nd-half of 1907 the second bonus to subscribers has been fixed at a minimum of 25 per cent of deposits, irrespective of the condition that the bonus should be restricted to one per cent of net earnings;

(2) The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than $\frac{3}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital;

(4) Interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds $\frac{8}{11}$ths of the total capital expenditure for the time being the rate of interest on the amount of the excess to be subject to agreement;

and the residue is divisible between Government and the Company in the ratio of their respective capital expenditure.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary the rates.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1895	129·49	4,27,47,293	2,14,426	—8,047	...	13,95,636	—14,03,683	* The decrease in net earnings is due to heavy expenditure of an extraordinary character, *e.g.*, heavier renewals of sleepers, repairs to jetty shed destroyed by fire in 1907 and commission on debentures renewed in 1908.	64	103·75
1896	285·90	5,59,03,217	6,18,785	33,238	0·06	23,73,034	—23,39,796		71	94·63
1897	360·63	6,94,23,486	9,90,640	72,214	0·10	22,56,279	—21,84,065		63	92·71
1898	379·25	8,32,11,758	13,08,124	54,551	0·07	24,45,275	—23,90,724		83	95·83
1899	454·66	9,45,26,273	16,19,646	3,22,704	0·37	28,63,084	—25,40,380		75	80·08
1900	436·26	10,31,71,809	17,09,955	3,64,364	0·38	33,31,390	—29,67,026		75	78·69
1901	589·21	11,17,19,504	21,34,252	4,56,654	0·44	35,06,252	—30,49,598		70	78·60
1902	589·21	11,87,04,959	20,96,058	2,54,418	0·23	38,08,387	—35,53,969		68	87·86
1903	740·38	12,40,28,548	23,97,658	4,43,963	0·35	40,71,450	—36,27,487		71	81·48
1904	740·38	12,60,09,639	29,53,962	1,05,390	0·08	41,66,535	—40,61,145		77	96·43
1905	740·38	12,78,56,722	34,14,295	1,25,615	0·10	42,61,306	—41,35,691		88	96·32
1906	775·28	13,25,20,704	42,20,064	4,27,858	0·30	44,53,682	—40,25,824		104	89·86
1907	775·28	13,49,01,242	48,90,137	6,40,254	0·47	37,92,277	—31,52,023		122	86·91
1908	775·28	13,90,59,050	46,96,729	*53,309	0·04	41,64,794	—41,11,485		117	98·87
1909	770·84	14,31,45,488	49,14,893	4,47,461	0·31	43,64,911	—39,17,450		122	90·90
1910	789·89	14,45,68,076	51,70,052	7,84,033	0·54	44,08,319	—36,24,286		126	84·83

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, C.S.I., R.E.

Managing Director.—Alexander Izat, Esq., C.I.E., M.I.C.E.

Offices.—237, Gresham House, Old Broad Street, London, E. C.

Lines comprised in the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	1,117·14	133·37	1,250·51
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	776·13	35·58	811·71
Total	1,893·27	168·95	2,062·22

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number Main head 12 / Sub-heads (*a*) & (*b*). **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

Running powers—

		Miles.
Home line over Foreign lines—		
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway		34·57
Benares Cantonment to Benares City, Oudh and Rohilkhand State railway (3′ 3⅜″ gauge)		1·81
Total ...		84·81

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Sonepore to Mankapur	15-1-85	217·25	
Mankapur to Nawabganj	2-4-84	14·00	
Nawabganj to Ajodhya	1-12-84	5·41	
		236·66	
Loop line—			
Sonepore to Bunwárchák	15-1-85	9·54	
Total Main and Loop lines ...	...	...	246·20
Branches —			
Uska Bazar branch—			
Gorakpur to Uska Bazar	15-12-86	39·58	
Uska Bazar to Barhni	15-1-05	31·00	
Barhni to Tulsipur	15-1-06	22·54	
		93·12	
Jarwa branch—			
Gainsari to Jarwa	12-4-06	9·47	
Bagaha branch—			
Gorakhpur to Bagaha	7-2-07	60·17	
Gopalganj branch—			
Savan to Thawe	1-4-07	17·82	
Maharajgunj branch—			
Daronda to Maharajgunj	1-4-07	3·90	
Naipalganj Road branch—			
Mankapur to Bahraich	2-4-84	55·16	
Bahraich to Naipálganj Road	15-12-86	33·44	
		88·60	
Revelganj branch—			
Chupra to Revelganj	15-4-91	7·34	
Revelganj to Manjhi Ghât	1-4-99	3·71	
		11·05	
Bahramghat branch—			
Gonda to Colonelganj	29-10-91	17·75	
Colonelganj to Jarwal Road	1-2-92	10·30	
		28·05	
Burhwal branch—			
Jarwal Road to the West bank of the Gogra river	18-12-96	2·63	
Gogra Ghât to Chowka Ghat	24-12-98	3·27	
Chowka Ghât to Burnwal	24-11-96	4·12	
		10·02	
Tulsipur branch—			
Gonda to Balrámpur	15-12-96	22·95	
Balrámpur to Tulsipur	1-6-98	19·00	
		41·95	
Katarnian Ghât branch—			
Nánpára to Mihinpurwa	15-12-96	14·99	
Mihinpurwa to Katarnian Ghât	25-3-98	27·08	
		42·07	
Carried over ...	...	406·22	246·20

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number Main head 12 / Sub-heads (*a*) & (*b*). **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward	...	406·22	246·20
Turtipar branch—			
Bhatni to Turtipar	15-12-96	17·60	
Salimpur to Barhaj	1-12-97	12·77	
		30 37	
Mashrak branch—			
Chupra to Mashrak	20-3-10	26·32	
Gogra-Ganges Doab lines—			
Turtipar to Mau	8-6-98	28·19	
Mau to Benares	15-3-99	58·06	
Mau to Azamgarh	8-6-98	27·15	
Kopaganj Road to Ballia	15-3-99	37·61	
Ballia to Chand-Deara Ghât	12-[illegible]-99	28·06	
Aunrihar to Ghazipur Ghât	15-3-99	28·37	
Azamgarh to Shahganj	14-2-03	34·81	
Ghazipur Ghât to Phephna	1[illegible]-3-03	31·16	
Aunrihar to Jaunpur	21-[illegible]-04	36·14	
Kopaganj to Dohrighat	21-3-84	21·70	
Benares to Madhosingh	1-3-09	29·40	
Madhosingh to Mirzapur Ghât	1-3-09	6·70	
Madhosingh to Jhusi	21-4-09	40·68	
Total Gogra-Ganges Doab lines	...	406·22	
Total branches	...	...	870·94
TOTAL OPEN MILEAGE, B. & N. W. RAILWAY PROPER	...	...	1,117·14
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Burhwal to Sitapur	13-3-11	59·79	
Thawe to Captainganj (sanctioned on 21st July 1910)	...	59·75	
Gogra bridge at Manjhi Ghât and approaches (sanctioned on 9th May 1908)	...	4·41	
Gundak bridge at Bagaha and approaches (sanctioned on 4th October 1909)	...	5·43	
Jhusi to Allahabad (sanctioned on 26th January 1909).	...	3·99	
Total under construction or sanctioned	...	...	133·37
Grand total B. & N. W. railway proper	...	...	1,250·51

Details of construction—

Permanent-way.—The main line between Sonepore and Burhwal is laid with 50-lb. steel rails on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼-lb. steel rails mostly on sâl sleepers. The Gogra-Ganges Doab lines are laid with 50-lb. steel rails on sâl sleepers.

Ballast—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced.

Curves.—The sharpest curve is of 900 feet radius.

Gradients.—The ruling gradient is 1 in 300. On the various river ghât lines the gradients are steeper.

Contracts—

The Bengal and North-Western and Tirhoot railways are worked under the following contracts :—

Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

19th December 1894.—Contract, supplemental to those of 1882 and 1886, providing for the Revelganj, Manjhi Ghât (Bahrámghât), Burhwal, Tulsipur, Kataruian Ghât and Turtipar branches of the Company's railway and for the exercise of running powers over the Cawnpore-Burhwal (3′ 3⅜″ gauge) link.

23rd July 1896.—Contract, supplemental to those of 1882, 1886 and 1894, providing for the Gogra-Ganges Doab lines of the Company's railway known as the Gogra-Ganges Doab contract.

15th January 1903.—Supplemental contract for the Ghazipur-Ballia, Azamgarh-Shahganj and Aunrihar-Jaunpur lines.

24th April 1903.—Supplemental contract regarding rate of exchange.

14th December 1905.—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and revising the terms on which the Tirhoot railway will continue to be worked by the Bengal and North-Western Railway Company after the expiration, on the 31st December 1904, of the contract of 1890.

7th October 1907.—Contract, supplemental to those of 1882, 1886, 1894, 1896 and 1903 and providing for the extensions, Gorakhpur to Bagaha, Daronda to Maharajganj, Savan to Thawe, Benares to Jhusi and extensions towards Allahabad, Kopaganj to Dohrighât and Uska to Tulsipur with a branch from Gainsari to Jarwa

1st October 1908.—Supplemental contract for the construction of a further extension of Company's main line, from Chupra to Mashrak.

9th July 1909.—Supplemental contract for further extension of Company's line from Burhwal to Sitapur

13th October 1910.—Supplemental contract for further extension of Company's lines (i) from Manjhi Ghat to Baklaha with a bridge crossing the river Gogra connecting the Company's main lines with its Doab lines (ii) from Bagaha to Chhitauni with a bridge crossing the river Gundak connecting the Company's main lines with the Tirhoot railway.

7th December 1910.—Supplemental contract for further extension, as an integral part of the Company's line, from Thawe to Captainganj.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$ BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.*

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—*concld.*

Contracts—*concld.*

The general conditions of the contracts are as follows :—

Government aid—Land alone was provided free.

Currency of contracts.—(1) *Bengal and North-Western railway contracts.*—The contracts of 1882, 1886 and 1894, *viz.*, those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling stock, moveable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of line and fixed machinery and plant less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.

NOTE.—One-half of the capital raised for the Manjhi Ghat-Baklaha section is to be treated as capital raised and expended for the purposes of the Doab lines, while the other half and the whole of the capital raised for the Bagaha-Chhitauni section is to be treated as capital raised and expended for the purposes of the Company's main lines. The interest to be paid to the Company under the contract of 1882 on the share capital on the Bagaha-Chhitauni section shall, in accordance with the Company's supplemental contract, dated the 13th October 1910, clause 9, be calculated at ¼ per cent per annum instead of 6 per cent per annum.

(2) *Gogra-Ganges Doab contract*—The contract of 1896, *viz.*, that covering the Gogra-Ganges Doab lines, runs concurrently with those of 1882, 1886 and 1894, as does also the supplemental contract of 1903; but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.

NOTE.—Government relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North-Western railway and to purchase the line at that price on the 31st December 1932.

(3) *Tirhoot railway contract.*—The contract of 1890, for working the Tirhoot railway, terminated on the 31st December 1904, and the revised contract under which the railway continues to be worked by the Company came into force on and from the 1st January 1905 and is current until the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit.

Power of Company to surrender contracts.—Nil.

Terms of working.—The gross earnings of the State and Company's sections to be kept entirely separate.

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each.

Four per cent on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonepore" for "joint use," and future expenditure on "workshops," to be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts.

Government to first receive out of the Tirhoot railway net earnings of each year 5 per cent on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1904.

The residue of net earnings to be dealt with as follows :—

(*a*) if the residue does not exceed ten lakhs, ⅘ths to Government and ⅕th to the Company;

(*b*) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (*a*) and the excess over 10 lakhs shall belong ¼⅘ths to Government and $\frac{1}{15}$th to the Company.

Rates and fares—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates.

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Interest divided in the ratio of gross earnings. (6)	Payments received for working the Tirhoot railway. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884 . .	75·00	1,52,47,423	77,670	—26,221	...	...	—26,221	...	29	133·76
1885 . .	303·00	2,01,86,980	12,05,541	5,89,206	...	...	5,89,206	2·92	72	51·13
1886 . .	376·00	2,32,16,102	18,54,074	8,09,189	...	...	8,09,189	3·49	106	56·36
1887 . .	376·00	2,56,22,684	19,44,002	8,37,004	...	...	8,37,004	3·27	90	56·94
1888 . .	376·00	2,61,51,593	22,09,543	9,88,844	...	...	9,88,844	3·78	102	55·25
1889 . .	376·00	2,63,41,872	22,11,824	10,53,964	...	...	10,53,964	4·00	103	52·35
1890 . .	376·00	2,68,84,918	22,08,788	12,21,020	...	*24,245	12,45,265	4·63	101	44·72
1891 . .	401·00	2,76,68,842	24,76,909	15,48,590	...	69,484	16,18,074	5·85	111	37·48
1892 . .	414·50	2,83,88,821	29,39,077	16,20,567	...	67,060	16,87,627	5·94	125	44·86
1893 . .	414·50	2,84,84,234	26,14,546	15,75,636	...	66,842	16,42,478	5·79	114	39·74
1894 . .	414·50	2,87,24,887	26,17,242	16,87,899	...	72,358	17,60,257	6·13	115	35·51
1895 . .	414·50	3,12,95,704	25,71,036	16,82,766	...	72,909	17,55,675	5·61	112	34·55
1896 . .	478·63	3,42,36,114	26,26,033	16,70,173	...	71,614	17,41,786	5·07	113	36·40
1897 . .	485·55	4,10,32,207	27,55,718	17,24,277	...	74,905	17,99,182	4·38	105	37·43
1898 . .	586·25	4,66,78,822	33,31,890	19,74,920	...	75,885	20,50,805	4·39	112	40·73
1899 . .	743·00	5,16,06,783	43,44,861	26,70,911	...	61,940	27,32,851	5·30	113	38·53
1900 . .	743·00	5,24,73,019	43,64,006	24,79,433	...	49,563	25,28,996	4·82	109	43·18
1901 . .	743·00	5,50,91,890	53,66,794	30,97,372	...	76,853	31,74,225	5·76	134	42·29
1902 . .	747·75	5,84,82,525	55,60,283	29,72,183	...	76,671	30,48,854	5·92	139	46·55
1903 . .	812·96	6,21,09,547	61,98,433	38,53,972	...	1,04,369	39,58,341	6·37	145	37·82
1904 . .	870·80	6,43,92,183	67,16,933	43,28,496	....	1,16,834	44,45,330	6·90	147	35·56
1905 . .	901·32	6,77,55,566	61,79,116	34,34,390	+ 37,627	1,69,446	36,41,463	5·37	117	43·81
1906 . .	932·18	7,13,66,623	77,02,976	40,92,699	—9,028	2,01,060	42,84,731	6·00	142	46·99
1907 . .	1,014·90	7,50,01,738	89,59,804	49,72,741	—25,044	2,04,275	51,51,972	6·87	154	44·78
1908 . .	1,016·78	7,91,13,230	79,80,293	43,74,935	+ 45,015	1,58,939	45,78,889	5·79	162	44·78
1909 . .	1,091·56	8,44,52,801	80,65,653	43,59,479	+ 31,817	58,411	44,49,707	5·27	142	45·95
1910 . .	1,117·14	8,92,16,995	84,58,223	48,85,946	+ 58,810	2,01,276	51,46,032	5·77	146	42·23

* For the second-half of 1890 only, as the line was taken over for working from the 1st July 1890.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 12.}}{\text{Sub-heads (a) \& (b)}}$ **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Semaria Ghat to Dalsing Sarai	1-5-83	22·90	
Dalsing Sarai to Samastipur	1-11-75	14·75	
Samastipur to Muzafferpur	24-2-77	29·79	
Muzafferpur to Motihari	1-2-83	49·57	
Motihari to Bettiah	20-12-83	27·00	
Samastipur to Darbhanga	1-11-75	23·00	
Darbhanga to Jhanjharpur	1-2-83	24·00	
Jhanjharpur to Ghoghardiha	8-4-86	13·00	
Ghoghardiha to Nirmali	8-4-86	6·92	
Nirmali to Bhaptiahi	15-11-87	10·00	
Bhaptiahi to Pertapganj	1-10-88	16·07	
Total Main line	...	...	237·00
Branches—			
Bairagnia branch—			
Darbhanga to Sitamarhi	1-7-90	42·00	
Sitamarhi to Riga	1-1-91	6·00	
Riga to Dhang	1-7-91	9·00	
Dhang to Bairagnia (*fair weather line*)	1-3-92	3·51	
Bairagnia to Narkatiaganj	20-12-07	57·62	
		118·13	
Sonepore branch—			
Muzafferpur to Hajipur	26-10-84	31·25	
Hajipur to Sonepore	1-8-87	3·36	
		34·61	
Hajipur branch—			
Hajipur to Hajipur Ghat	26-10-84	1·89	
Hajipur branch loop line	2-11-00	3·31	
		5·20	
Hajipur-Katihar extension—			
Hajipur to Bachhwara	1-4-00	44·46	
Baraunı Junction to Thana Bihpur	1-3-00	66·17	
Thana Bihpur to Katareah	7-3-01	18·00	
Katareah to Kursela (Kosi Bridge and approaches)	10-7-02	4·00	
Kursela to Katihar	7-3-01	24·00	
		156·63	
Bhagalpur branch—			
Thana Bihpur to Barari	16-12-01	11·36	
Barari to Bhagalpur Kachery	15-3-06	4·29	
Bhagalpur Kachery to Bhagalpur station, E. I. Ry.	23-12-10	1·44	
		17·09	
Monghyr-Branch—			
Sahebpur Kamal to Monghyr Ghat	7-3-00	7·00	
Jaynagar extension—			
Sakri to Jaynagar	14-1-05	30·97	
Bettiah-Bhikna Thoree extension—			
Bettiah to Narkatiaganj	17-1-06	23·73	
Narkatiaganj to Bhikna Thoree	17-2-06	22·00	
		45·73	
Mansi Bhaptiahi branch—			
Bhaptiahi to Makhana Bazar	1-3-07	44·33	
Makhana Bazar to Mansi	15-12-07	16·04	
		60·37	
Murliganj branch—			
Saharsa to Budham Ghat	15-3-08	18·32	
Raxaul branch—			
Sagauli to Raxaul	1-3-99	18·09	
Bagaha branch—			
Narkatiaganj to Bagaha	1-5-07	26·99	
Total Branches	...	...	539·13
TOTAL OPEN MILEAGE TIRHOOT RAILWAY	...	...	776·13
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Pertabganj to Bhimnagar (sanctioned on 7th January 1909)	...	13·44	
Bagmati bridge at Dhang and approaches (sanctioned on 16th February 1909)	...	4·94	
Samastipur to Roserah (sanctioned on 17th December 1909)	...	17·20	
Total under construction or sanctioned	...	...	35·58
GRAND TOTAL, TIRHOOT RAILWAY	...	...	811·71
DOUBLE LINE—			
Baraunı Junction to Bachhwara	22-9-06	10·05	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a)\&(b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*concld.*

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The following types of rails are in use :—50-lb. flat-footed steel, 41¼-lb. flat-footed steel and 60-lb. iron. The sleepers are of sâl, pynkado, jarrah and cast iron of Denham-Olpherts' pattern.

Ballast.—The line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 300, except between Samastipur and Pertabganj, on which 3·42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Contracts.—See under Bengal and North-Western railway proper, 12 (*a*).

Statistics of working—

	TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905 .	565·45	6,21,36,962	61,81,754	35,95,050	—37,627	1,69,446	33,87,977	5·45	23,54,563	+10,33,414	190	42·45
1906 .	614·30	6,73,40,339	66,80,324	38,97,310	+9,028	2,01,060	37,05,278	5·50	23,17,307	+13,87,971	189	41·52
1907 .	763·54	7,19,99,253	75,39,243	42,21,002	+25,044	2,04,275	40,41,771	5 61	23,80,668	+16,61,103	192	43·68
1908 .	774·69	7,33,81,580	81,68,953	44,81,501	—45,015	1,58.939	42,77,547	5·83	24,68,465	+18,09,082	204	45·14
1909 .	774·69	7,42,61,067	75,53,873	40.09,582	—31,817	58,411	39,19,354	5·28	24,73,136	+14,46,218	188	46·92
1910 .	776·13	7,46,12,530	83,14,066	48,01,820	—58,810	2,01.276	45,41,734	6·09	24,92,047	+20,49,687	206	42·24

N.B.—Statistics for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL DOOARS RAILWAY SYSTEM**—

Chairman—Robert Miller, Esq.

Secretary—H. Rendel, Esq.

Offices—271, Winchester House, 50, Old Broad Street, London, E. C.

Lines comprised in the system—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(*a*) Bengal Dooars railway (3′ 3⅜″ gauge)	36·40
(*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)	116·56
Total	152·96

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (*a*) Bengal Dooars railway proper (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
East Bank of the Teesta to Dam Dim	15-1-93	31·00	31·00
Branch—			
Lataguri to Ramshai	11-6-93	5·40	5·40
Total	...	...	36·40

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432·50 feet radius.

Gradients.—The ruling gradient is 1 in 166.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM**—*contd.*

13 (*a*) Bengal Dooars railway proper (3′ 3$\frac{3}{8}$″ gauge)—*concld.*

Contracts—

The Bengal Dooars railway and the extensions are worked under the following contracts:—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Mal-Madarihat extension).

The general conditions of the contracts are as follows:—

Government aid.—Land free of cost from Government; and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs. 4,000 as may be required to make up the net profits of the undertaking to five per cent per annum on the capital outlay.

Currency of contracts.—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two-fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent the capital expenditure and capital liabilities of the Company, nor less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

Terms of working.—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal State railway the Secretary of State retains in each half-year 40 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of the income-tax payable to Government.

Rates and fares—

Bengal Dooars railway and extensions from Mal to Madarihat and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent on the capital, Government may reduce maxima to the extent of 25 per cent, except in the case of certain special rates.

Extension from Barnes Junction to Lalmanirhat—

Certain maxima and minima have been fixed within which rates may be varied.

Statistics of working—

Table I.									Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Subsidy from District Board. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893	36·40	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12	69	49·80
1894	36·40	22,84,223	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74	109	49·20
1895	36·40	23,26,476	2,53,537	1,27,459	5·48	4,000	1,31,459	5·65	125	49·73
1896	36·40	24,33,213	2,70,451	1,31,814	5·42	...	1,31,814	5·42	136	51·26
1897	36·40	25,78,562	2,86,407	1,45,289	5·63	...	1,45,289	5·63	145	49·27
1898	36·40	26,68,050	2,69,089	1,14,620	4·30	4,000	1,18,620	4·45	135	57·40
1899	36·40	26,26,748	2,73,038	1,18,417	4·51	4,000	1,22,417	4·66	137	56·63
1900	36·40	26,42,695	3,32,730	1,89,460	7·17	...	1,89,460	7·17	168	43·06
1901	36·40	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67	156	43·27
1902	36·40	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47	144	37·27
1903	36·40	26,95,547	3,11,131	2,24,952	8·35	...	2,24,952	8·35	156	27·70
1904	36·40	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63	175	25·88
1905	36·40	27,26,891	3,70,343	2,49,598	9·15	...	2,49,598	9·15	196	32·60
1906	36·40	27,33,098	4,08,623	2,96,703	10·86	...	2,96,703	10·86	216	27·39
1907	36·40	27,56,535	4,20,705	2,84,722	10·33	...	2,84,722	10·33	222	32·32
1908	36·40	27,79,347	4,37,252	3,34,102	12·02	...	3,34,102	12·02	231	23·59
1909	36·40	28,40,534	4,46,811	3,54,527	12·48	...	3,54,527	12·48	236	20·65
1910	36·40	29,73,769	4,86,375	3,73,343	12·55	...	3,73,343	12·55	257	23·24

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM**—*concld.*

13 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Eastern extension—			
Mal to Chalsa	1-4-01	5·40	
Chalsa to Chengmari	1-1-03	13·45	
Chengmari to Dalgaon	23-3-03	15·84	
Dalgaon to Madarihat	14-6-03	9·31	
		44·00	
Southern extension—			
Barnes Junction to Baura	20-4-00	28·30	
Baura to Bhotemari	21-10-00	16·70	
Bhotemari to Lalmanirhat	20-11-00	20·80	
		65·80	
Western extension—			
Dam Dim to Oodlabari	1-5-01	3·30	
Oodlabari to Bagrakote	1-1-02	3·46	
		6·76	
Total ...	...	...	116·56

Details of construction—

Permanent-way.—The line has been laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Contracts.—See under Bengal Dooars railway proper, 13 (*a*).

Statistics of working—

Table I.							Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Remarks. (7)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1900	66·00	47,11,632	16,191	...	...	The net earnings for 1900, 1901, 1902 and 1st-half of 1903 were credited to interest on capital during construction.	14	72·32
1901	74·30	62,26,954	1,76,389	...	...		47	60·92
1902	77·76	72,66,165	2,53,634	...	...		63	65·99
1903	116·56	80,10,365	3,46,666	79,199	0·99		61	69·78
1904	116·56	84,97,572	4,15,179	1,08,680	1·28		68	73·85
1905	116·56	87,92,080	5,12,343	1,97,824	2·25		85	61·39
1906	116·56	89,99,516	5,83,852	2,91,256	3·24		96	59·10
1907	116·56	90,70,826	6,04,133	1,43,585	1·58		99	76·23
1908	116·56	90,88,887	6,19,972	3,14,228	3·46		102	49·31
1909	116·56	91,36,146	6,08,419	3,14,641	3·44		100	48·28
1910	116·56	92,06,724	6,58,433	3,45,725	3·75		109	47·49

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ to } (d)}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—**

Lines comprised in the system.—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bhavnagar-Gondal-Junagad-Porbandar railway (3′ 3⅜″ gauge)	374·11	45·81	419·92
(*b*) Dhrangadra railway (3′ 3⅜″ gauge)	20·83	...	20·83
(*c*) Jamnagar railway (3′ 3⅜″ gauge)	54·22	...	54·22
(*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)	46·21	...	46·21
Total	495·37	45·81	541·18

14 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—

This line was constructed by Government agency, and is owned and worked by the Native States after which it is named.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Bhavnagar to Wadhwan	20-12-80	*105·03	
Dhola to Dhoraji	19-1-81	88·89	
Dhoraji to Porbandar	17-12-89	†72·77	
Porbandar to Porbandar Bandar	15-3-90	‡1·55	
Jetalsar to Junagad	1-9-88	16·00	
Junagad to Veraval (including Junagad quarry line)	1-2-89	§53·35	
Veraval to Veraval Bandar	1-12-90	‡0·30	
Shapur to Manavadar	15-2-10	15·86	
Manavadar to Bantva	25-12-10	3·45	
Sihor to Palitana	16-11-10	16·91	
Total open mileage	...	...	374·11
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Dhasa to Kundla (sanctioned on 23rd February 1910)	...	35·41	
Bantva to Kutiyana (sanctioned on 16th November 1909).	...	10·40	
Total under construction or sanctioned	...	...	45·81
GRAND TOTAL	...	...	419·92

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers except on the Dhoraji-Porbandar section, where the rails are laid on steel pea-pod sleepers. During the year 1910, 40 miles of the Bhavnagar-Wadhwan section have been renewed with 50-lb. rails from Bhavnagar Terminus to mile 41.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section, where it is 1 in 150.

* Of this, the Bhavnagar Dock estate line, 1·03 miles, is worked for goods traffic only.
† Of this, Ranawao quarry branch, 3·70 miles, is worked for goods traffic only.
‡ Worked for goods traffic only.
§ Of this, the Junagad quarry line, 2·35 miles, is worked for goods traffic only.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

14 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—*concld.*

Agreement—

The railway is worked under the following agreement :—

Agreement of—28th November 1896, having effect from the 1st January 1897 (between the several proprietary States) for management and working by a Board of Control.

The general conditions of the agreement are as follows :—

Government aid.—Nil.

Board of control.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by those States are separately and entirely described as the "Integral railways," and their combination is termed the "Open system". The decisions of the Board of Control are based on the majority of "Members' single votes" and "Proprietary votes" recorded. "Members' single votes" prevail at special meetings, where each member has one vote; while "Proprietary votes," *i.e.*, votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

Currency of agreement.—The term of the agreement is from the 1st January 1897 to the 31st December 1900. Until a new agreement is adopted the terms of this agreement remain in force.

Power of Board to determine agreement.—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until the expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

Terms of working.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the capital and revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, and is secured against all such disbursements by the payment into the Bhavnagar State Treasury of all receipts of the entire open system. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent interest on the paid-up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7½ per cent per annum for any additional accommodation required by the open system.

Rates and fares.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered below these maxima so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1897	333·46	1,76,53,652	18,21,639	8,19,080	4·64	105	55·04
1898	333·84	1,78,56,546	16,98,656	7,09,781	3·98	97	58·22
1899	333·84	1,79,56,272	18,53,483	9,26,935	5·16	107	49·99
1900	333·84	1,80,00,616	19,53,865	10,10,773	5·62	113	48·27
1901	333·84	1,80,96,671	15,37,378	6,80,089	3·76	89	55·76
1902	334·19	1,80,87,538	13,71,837	5,66,342	3·13	79	58·72
1903	334·19	1,81,53,314	16,04,638	8,36,670	4·61	92	47·86
1904	334·19	1,80,44,250	18,60,565	10,39,916	5·76	107	44·11
1905	334·19	1,80,09,429	18,51,324	9,90,981	5·50	106	46·47
1906	334·19	1,81,74,947	19,57,290	11,07,581	6·09	113	43·41
1907	334·19	1,82,09,672	22,36,816	12,54,293	6·89	129	43·93
1908	337·89	1,83,67,197	23,43,529	13,09,361	7·13	133	44·13
1909	337·89	1,91,47,704	22 89,141	9,77,983	5·11	130	57·28
1910	374·11	2,06,04,898	26,05,223	14,46,665	7·02	141	44·47

N. B.—Statistics for the periods prior to 1897 will be found in Appendix 38 to the Report for 1907.

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.*

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Wadhwan Junction to Dhrangadra	1-6-98	20·83	20·83

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Agreement—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are as follows :—

Government aid.—Nil.

Currency of agreement.—The agreement shall hold good so long as the working agreement of the Bhavnagar-Gondal-Junagad-Porbandar railway, dated the 28th November 1896, is in force.

Terms of working.—Forty* per cent of gross earnings (subject to a biennial revision), *plus* 5 per cent for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations.

* Reduced with effect from 1st January 1910 to 35 per cent in half-years when the earnings per mile per week exceed Rs. 50.

Rates and fares.—The same rates and fares as are applicable to the Bhavnagar-Gondal-Junagad-Porbandar railway.

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901 . . .	20·83	5,86,100	46,196	11,765	2·01	43	74·53
1902 . . .	20·83	5,85,911	37,731	8,075	1·38	35	78·60
1903 . . .	20·83	5,86,639	43,058	11,713	2·00	40	72·80
1904 . . .	20·83	5,87,117	47,516	15,446	2·63	44	67·49
1905 . . .	20·83	5,86,695	49,042	13,375	2·28	45	72·73
1906 . . .	20·83	5,86,791	65,121	25,707	4·38	60	60·52
1907 . . .	20·83	5,87,610	66,614	24,953	4·25	61	62·54
1908 . . .	20·83	5,85,164	53,131	17,756	3·03	49	66·58
1909 . . .	20·83	5,85,705	60,202	18,564	3·17	56	67·50
1910 . . .	20·83	5,86,796	83,692	34,203	5·83	77	59·13

N. B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

14 (*c*) Jamnagar railway (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Rajkot Junction to Bedi Bandar	8-4-97	*54·22	54·22

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodk teak sleepers.

Ballast.—The ballast used is of broken stone.

* Of this, the Bedi Bandar Dock estate line, 3·93 miles, is worked for goods traffic only.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ to } (d)}$. BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.*

14 (*c*) Jamnagar railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [14 (*b*)], except as follows :—

Terms of working.—*Forty per cent of gross earnings (subject to a biennial revision), *plus* actual expenditure on the maintenance of way, works and stations; the locomotives and rolling-stock being supplied by the proprietary State.

*Reduced with effect from the 1st July 1906 to 35 per cent in half-years when the earnings per mile per week exceed Rs. 50.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901 . . .	54·28	23,09,969	1,36,314	51,401	2·22	48	62·29
1902 . . .	54·22	23,58,240	1,31,104	53,751	2·28	46	59·00
1903 . . .	54·22	23,58,338	1,39,756	60,122	2·55	50	56·98
1904 . . .	54·22	23,27,281	1,41,030	56,721	2·44	50	59·78
1905 . . .	54·22	23,27,105	1,48,341	62,008	2·66	53	58·20
1906 . . .	54·22	23,26,826	1,51,335	60,076	2·58	54	50·30
1907 . . .	54·22	23,26,953	2,14,652	1,02,785	4·42	76	52·12
1908 . . .	54·22	23,26,945	2,36,715	1,24,911	5·37	84	47·23
1909 . . .	54·22	23,24,854	2,37,240	1,15,995	4·99	84	51·11
1910 . . .	54·22	23,32,069	2,44,143	1,20,318	5·16	87	50·72

N. B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

14 (*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed for the Jetalsar-Rajkot Railway Syndicate by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Jetalsar Junction to Rajkot	12-4-93	46·21	46·21

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles, where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*concld.***

14 (*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—*concld.*

Agreement—*concld.*

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [14 (*b*)], except as follows :—

Terms of working.—* Forty per cent of gross earnings (subject to a biennial revision), *plus* actual expenditure on maintenance of way, works and stations; the locomotives and rolling-stock to be† supplied by the proprietary States.

* Reduced with effect from 1st January 1907 to 35 per cent in half-years when the earnings per mile per week exceed Rs. 50.

† The proprietary States not having supplied the locomotives and rolling-stock a further deduction of 5 per cent from gross earnings is made as hire for stock.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles	Rs.	Rs.	Rs.		Rs.	
1901	46·23	15,74,033	1,76,383	67,251	4·27	73	61·87
1902	46·21	15,78,583	1,44,317	54,485	3·45	60	62·25
1903	46·21	15,78,658	1,66,400	63,230	4·01	69	62·00
1904	46·21	15,78,655	1,86,439	69,248	4·39	78	63·25
1905	46·21	15,80,207	1,91,155	74,282	4·74	80	60·83
1906	46·21	15,82,472	1,83,261	65,653	4·15	76	64·18
1907	46·21	15,99,904	2,38,823	1,07,094	6·69	99	55·16
1908	46·21	16,00,937	2,49,957	1,11,178	6·94	104	55·52
1909	46·21	16,03,140	2,44,104	1,01,803	6·35	102	58·29
1910	46·21	16,13,883	2,74,868	1,24,701	7·73	114	54·63

N. B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM—**

Chairman.—Lieut.-Colonel Alfred Glynn Begbie, R.E.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3⅜″ gauge)	1,340·15	10·49	1,350 64
(*b*) Burma railways extensions (3′ 3⅜″ gauge)	186·93	66·25	253·18
(*c*) Southern Shan States railway (3′ 3⅜″ gauge)	...	100·00	100·00
(*d*) Madaya Light railway (2′ 6″ gauge)	...	16·00	16·00
Total	1,527·08	192·74	1,719·82

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3⅜″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines :—Rangoon to Prome on the Irrawaddy river ; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing ; and Sagaing to Mogaung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Mileage.	Total.
IRRAWADDY SECTION—		Miles.	Miles.
Rangoon to Prome	2-5-77	161·00	161·00
SITTANG SECTION—			
Main Line—			
Rangoon to Pegu	4-2-84	46·25	
Pegu to Pyuntaza	4-2-84	41·75	
Pyuntaza to Nyaunglebin	4-2-84	5·00	
Nyaunglebin to Toungoo	1-7-85	73·00	
Total Main Line	...	166·00	
Branches—			
Suburban lines	1-3-80 15-7-90	6·00 3·00	
Total Branches	...	9·00	
TOTAL, SITTANG SECTION	...	...	175·00
MANDALAY SECTION—			
Main Line—			
Toungoo to Pyinmana	1-5-88	59·00	
Pyinmana to Yamethin	15-11-83	49·00	
Yamethin to Mandalay	1-3-89	112·00	
Total Main Line	...	220·00	
Branches—			
Myingyan branch—			
Thazi to Meiktila	10-5-93	12·89	
Meiktila to Myingyan	15-11-99	57·21	
		70·10	
Mandalay Shore Branch—			
Mandalay to Mandalay shore	April 1889	2·50	
Total Branches	...	72·60	
TOTAL, MANDALAY SECTION	...	...	292·60
MU VALLEY SECTION—			
Main line—			
Sagaing to Shwebo	1-7-91	53·05	
Shwebo to Wuntho	4-4-92	99·46	
Wuntho to Nankan	1-11-94	15·46	
Nankan to Mohnyin	21-10-95	74·35	
Mohnyin to Mogaung	1-3-96	52·34	
Mogaung to Myitkyina	1-1-98	36·63	
Total Main line	...	331·29	
Branches—			
Alon branch—			
Sagaing to Alon	15-4-00	70·46	
Myohaung branch—			
Myohaung to Amarapura shore	22-11-91	6·00	
Katha branch—			
Naba to Katha	2-10-95	15·00	
Total Branches	...	91·46	
TOTAL, MU VALLEY SECTION	...	...	422·75
MANDALAY-KUNLONG SECTION—			
Myohaung to Sedaw	1-1-98	13·45	
Sedaw to Maymyo	1-4-00	26·10	
Maymyo to Nawnghkio	20-5-00	34·10	
Nawnghkio to Hsipaw	1-6-01	53·25	
Hsipaw to Lashio	1-3-03	50·94	
TOTAL, MANDALAY-KUNLONG SECTION	...	...	177·84
Total, carried over	...	...	1,229·19

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Brought forward	...	...	1,229·19
BASSEIN-HENZADA-LETPADAN SECTION—			
Suburban line at Bassein	15-1-04	3·18	
Bassein to Henzada	15-12-02	82·25	
Henzada to Henzada shore	20-3-03	2·46	
Tharawaw branch—			
Letpadan (on Irrawaddy line) to Tharawaw on the east bank of the Irrawaddy river	20-3-03	23·07	
TOTAL, BASSEIN-HENZADA-LETPADAN	...	...	110·96
TOTAL, OPEN MILEAGE	...	...	1,340·15
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Thamaing to Malagon (sanctioned on 18th October 1905)	...	6·70	
Malagon to Dawbong (sanctioned on 8th September 1908)	...	3·79	
TOTAL UNDER CONSTRUCTION OR SANCTIONED	...	...	10·49
GRAND TOTAL	...	...	1,350·64
DOUBLE LINE—MAIN LINE AND BRANCHES—			
Rangoon to Wanetchaung—			
Rangoon to Kemmendine	30-10-89	3·50	
Kemmendine to Insein	10-1-90	5·50	
Insein to Hlawga	25-8-05	7·92	
Hlawga to Mogyobyit	1-10-07	3·25	
Mogyobyit to Hmawbi	23-11-07	4·13	
Hmawbi to Wanetchaung	14-2-08	5·00	
TOTAL	...	29·30	
Rangoon to Pegu—			
Rangoon to Pazundaung	1-6-01	0·70	
Pazundaung to Thingangyun	19-4-05	3·40	
Thingangyun to Togyaunggale	2-1-10	2·71	
Togyaunggale to Tewainggyi	30-11-07	4·08	
Tewainggyi to Ledaunggan	23-11-07	4·71	
Ledaunggan to Dabein	10-1-08	6·69	
Dabein to Tongyi	3-1-10	7·75	
Tongyi to Kyanktan	4-1-09	4·06	
Kyanktan to Payathonzu	15-2-09	8·26	
Payathonzu to Pegu	4-1-09	3·51	
TOTAL	...	45·87	
Myohaung to Mandalay	3-10-99	2·45	
TOTAL, DOUBLE LINE	...	77·62	

Details of construction—

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41¼-lb. flat-footed steel. The sleepers throughout are of teak, Tasmanian, and Australian jarrah and pynkado, the last named largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Lashio, Myingyan and the Sagaing-Alon branches are unfenced.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, the Katha branch and the Nankan-Mohnyin section, of 573 feet.

Gradients.—The ruling gradient on the main line is 1 in 200, uncompensated; on the Lashio branch it is 1 in 25, compensated; on the Mu Valley line 1 in 60, uncompensated; on the Myingyan branch, 1 in 100, uncompensated; on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated.

Contracts—

The railways are worked under the following contracts :—

Contract of—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer, construction, maintenance, management and working.

9th June 1909 (between the Secretary of State and the Burma Railways Company) providing for the issue of additional share Capital by the Company and other matters.

The general conditions of the contracts are as follows :—

Government aid.—Interest is guaranteed at 2½ per cent per annum on the Company's share capital.

Currency of contracts.—Government may determine the contracts on the 31st December 1928, or on the 31st December 1935 or on the 31st December 1941, or on the 31st December of any subsequent tenth year, by giving twelve months' previous notice. On the determination of the contracts from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

Power of Company to surrender contract.—Nil.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways proper (3′ 3⅜″ gauge)—*concld.*

Contracts—*concld.*

Terms of working.—After deducting from the gross earnings of the railways the working expenses (which may include (i) any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and (ii) a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and contribution to the Provident Fund, which is contingent on the net earnings of the lines, the net receipts in each half-year are to be applied in payment to Government of—

(1) the equivalent of the interest paid for the half-year on any debentures issued by the Company;

(2) the equivalent of the guaranteed interest at 2½ per cent per annum on the Company's capital of £3,000,000, and of the interest payable on any additional share capital raised by the Company;

(3) the equivalent of interest at 2½ per cent per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government at rates fixed for specified overdrawals.

After payment of the interest above-mentioned, the surplus profits in any year ending on the 30th June are to be divided between Government and the Company in the proportion of their respective capitals which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, and works out to $\frac{23}{35}$ths to the former and $\frac{12}{35}$ths to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897 .	886·50	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,18,696*	−62,697	188	55·25
1898 .	936·13	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,94,988	−3,56,364	185	57·87
1899 .	993·34	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	−4,24,737	179	59·45
1900 .	1,124·00	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,384	+6,23,414	196	55·62
1901 .	1,177·70	11,99,22,408	1,18,85,329	49,89,656	4·16	40,41,108	4,38,924	+5,09,624	198	58·02
1902 .	1,260·50	12,70,23,590	1,25,02,671	52,72,683	4·15	43,94,823	4,49,065	+4,28,795	203	57·83
1903 .	1,336·97	13,01,31,876	1,36,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	198	61·66
1904 .	1,340·15	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	217	56·49
1905 .	1,340·15	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906 .	1,340·15	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,409	5,28,858	+7,19,556	226	62·74
1907 .	1,340·15	14,50,55,112	1,66,16,416	59,31,463	4·09	43,49,484	5,21,825	+10,60,154	238	64·30
1908 .	1,340·15	15,13,95,482	1,79,07,641	71,74,075	4·74	46,94,333	7,61,052	+17,18,690	257	59·94
1909 .	1,340·15	15,50,28,745	1,83,49,539	66,59,920	4·30	44,55,997	9,70,907	+12,83,716	263	63·70
1910 .	1,340·15	16,04,60,604	1,85,32,674	71,60,233	4·46	49,39,611	11,39,494	+10,81,128	266	61·36

N.B.—Statistics for the periods prior to 1897 will be found in Appendix 38 to the Report for 1907.

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Pegu-Moulmein extension—			
Pegu to Moulmein	25-9-07	121·27	
Henzada-Kyangin extension—			
Henzada to Danbi	1-7-07	13·50	
Danbi to Kyangin	14-12-08	52·16	
TOTAL OPEN LINES	...	...	186·93
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Neikban to Begayet (sanctioned on 1st June 1906)	...	66·25	
Total under construction or sanctioned	...	...	66·25
GRAND TOTAL	...	...	253·18

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails laid principally on pynkado and Tasmanian sleepers.

* From 1st September 1896 to 31st December 1897.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

15 (*b*) Burma railways extensions (3′ 3½″ gauge)—*concld.*

Details of construction—*concld.*

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Kyangin section is 1,432 feet.

Gradients.—The ruling gradient is 1 in 300 uncompensated.

Contract—

The extensions are worked under the following contract :—

Contract of—22nd February 1907 (between the Secretary of State and the Burma Railways Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

Currency of contract.—The contract may be determined on twelve months' notice being given by either side on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the railways or on the 30th June of any subsequent fifth year. If the principal contract shall at any time be determined, then this contract shall also thereupon cease and determine. On the failure by the Company to effectually remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice of such determination.

Terms of working.—After deducting from the gross earnings of the railways—

(*a*) the actual expenditure incurred on sub-heads II to VII of abstract A (Maintenance of way and works) for which a separate account has to be kept and which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year;

Note.—For the first twelve months after opening this expenditure is charged to capital.

(*b*) the proportionate share of other working expenses as appearing in the general working expenses account which is kept for the whole of the Company's system and in which the total expenditure, including a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision, is divided between the railways and the rest of the Company's system in the ratio of their respective gross earnings;

(*c*) the contribution to the Provident Fund, which is contingent on the net earnings of the lines;

the net receipts are applied in payment of interest on the total capital outlay, including the value of land, and the surplus for the twelve months ending 30th June is divided between the Secretary of State and the Company in the proportion of three-fourths to the former and one-fourth to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907 .	134·77	1,64,71,233	1,68,518	70,441	0·43	2,10,263	...	—1,39,822	82	58·20
1908 .	186·93	1,99,85,700	9,01,008	4,55,558	2·23	6,96,054	...	—2,40,496	93	49·44
1909 .	186·93	2,11,46,631	11,19,902	4,27,510	2·02	6,97,884	...	—2,70,374	115	61·83
1910 .	186·93	2,13,87,484	12,92,969	4,75,061	2·22	7,10,276	...	—2,35,215	133	63·26

15 (*c*) Southern Shan States railway (3′ 3½″ gauge)—

This is a State line and has been sanctioned for construction by the Burma Railways Company.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Thazi to Yawnghwe (sanctioned on 23rd July 1909)	...	100·00	100·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (d)}}$. **BURMA RAILWAYS SYSTEM**—*concld.*

15 (*d*) Madaya Light railway (2′ 6″ gauge)—

Construction of this line by a private company under Indian Tramways Act, 1886 (XI of 1886) was sanctioned by Burma Government Notification No. 22, dated the 13th February 1906.

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Madaya to the Zegyo quarter of Mandalay town (sanctioned on 13th February 1906)	...	16·00	16·00

Number $\frac{\text{Main head 16}}{\text{Sub-head (a)}}$. **DEOGHUR RAILWAY** (3′ $3\frac{3}{8}$″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Baidyanath to Deoghur	23-12-82	4·79	4·79

Details of construction—

Permanent-way.—The permanent-way is laid with 36-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 2,640 feet.

Gradients.—The ruling gradient is 1 in 60.

Contract—

The railway is worked under the following contract :—

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—Land was provided free of charge.

Provision of capital.—Messrs. Burn & Co. constructed the railway with capital raised locally and without any guarantee.

Currency of contract.—If the Company fails to perform its obligations Government may, after giving six months' notice, determine the contract, and take over the railway at a valuation based on the earnings of the two years immediately preceding. Government may also, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, determine the contract and take the railway over at a valuation calculated at the average market rate of the shares during the previous three years, giving the Company in addition a bonus not exceeding 20 per cent of the value so arrived at.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	4·79	2,87,768	48,294	18,807	6·54	194	61·06
1902	4·79	3,03,204	29,758	6,389	2·11	119	78·53
1903	4·79	3,03,518	40,458	11,915	3·93	162	70·55
1904	4·79	3,03,895	46,635	15,440	5·08	188	66·89
1905	4·79	3,00,317	45,395	15,488	5·16	182	65·89
1906	4·79	3,00,391	53,532	22,953	7·64	215	57·12
1907	4·79	2,99,974	56,238	15,581	5·19	226	72·29
1908	4·79	3,00,215	50,575	16,721	5·57	203	66·94
1909	4·79	3,02,254	49,820	16,811	5·56	200	66·26
1910	4·79	2,97,054		Information	not	furnished.	

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—**

Chairman.—The Lord Ribblesdale.

Secretary.—S. Maclean Jack, Esq.

Offices.—Blomfield House, 85, London Wall, London, E.C.

Lines comprised in the system.—The Dibru-Sadiya railway system is made up of—

	Miles.
(*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)	86·02
(*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)	5·50
Total	91·52

17 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh Bazar, eastward as far as the Dinjan stream	August 1882	15·00	
Dinjan stream to Makum Junction	16-7-83	23·50	
Makum Junction to Dihing bridge	2-5-84	23·00	
Total Main line	...	...	61·50
Saikhoa Ghat branch—			
Makum Junction to Dum-Duma	2-5-84	10·00	
Dum-Duma to Talap	5-2-85	6·00	
Talap to Saikhoa Ghat	1-5-10	8·52	
Total branch	...	...	24·52
TOTAL OPEN MILEAGE	...	...	86·02

Details of construction—

Permanent-way.—The main line is laid with 50-lb. flat-footed steel rails on uriam sleepers and cast iron plates of the Denham-Olpherts' type. The Talap branch is laid with 41¼-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

The railway is worked under the following contracts:—

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company subsequently called the Assam Railways and Trading Company) for maintenance and working.

25th July 1881—Contract modifying that of 1880.

The general conditions of the contracts are as follows:—

Government aid.—Government guaranteed the payment of a subsidy, not exceeding in any year Rs. 80,000 twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.

Currency of contract.—If the Company fails to fulfil its obligations within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying 20 per cent in excess of the value of the Company's property.

NOTE.—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, and the subsequent opportunities of purchase shall recur at intervals of 10 years instead of 5 (Secretary of State's despatch No. 18 Railway, dated the 6th March 1903).

Power of Company to surrender contract.—Nil.

Terms of working.—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) \& (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

17 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—*concld.*

Contracts—*concld.*

Rates and fares.—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1901	77·50	82,00,809	9,28,578	4,73,307	5·77	...	4,73,307	5·77	230	49·03
1902	77·50	82,00,694	8,51,880	4,11,187	5·01	...	4,11,187	5·01	211	51·73
1903	77·50	82,32,314	9,16,778	4,57,974	5·56	...	4,57,974	5·56	227	50·05
1904	77·50	87,01,363	9,48,473	4,21,317	4·84	...	4,21,317	4·84	235	55·58
1905	77·50	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95	237	54·73
1906	77·50	88,18,873	10,08,281	4,08,634	4·63	...	4,08,634	4·63	250	59·47
1907	77·50	89,99,076	10,39,442	3,90,987	4·34	...	3,90,987	4·34	258	62·39
1908	77·50	93,24,383	10,24,770	4,47,121	4·80	...	4,47,121	4·80	254	56·37
1909	77·50	95,64,604	11,09,679	4,84,171	5·06	...	4,84,171	5·06	275	56·37
1910	86·02	97,16,646	11,20,604	4,46,417	4·59	...	4,46,417	4·59	278	60·16

N. B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Dihing Bridge to Ledo	17-2-84	5·50	5·50

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is three-fourths ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

The railway is worked under the following :—

Contract of—30th July 1881 (between the Secretary of State and the Assam Railways and Trading Company) for coal and iron mining in the Makum coal-fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms.—Contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

The general conditions are as follows:—

Government aid.—Nil.

Currency of contract.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

Power of Company to surrender contract.—Nil.

Terms of working.—The colliery railway to be charged with 5 per cent of its gross earnings for the use of rolling-stock ; all charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

Rates and fares.—Certain rates and fares have been sanctioned by Government.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number Main head 17 / Sub-heads (a) & (b). DIBRU-SADIYA RAILWAY SYSTEM—*concld.*

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	11·00	16,30,162	70,294	11,145	0·68	123	84·15
1902	11·00	16,53,446	58,259	438	0·03	102	99·25
1903	11·00	16,62,082	59,077	−8,208	...	103	113·89
1904	8·50	16,62,082	66,108	13,158	0·79	127	76·55
1905	8·50	16,78,156	59,439	27,210	1·62	134	54·22
1906	8·50	16,83,031	65,115	25,052	1·49	147	61·53
1907	8·50	16,94,069	60,036	22,762	1·34	136	62·09
1908	8·50	16,94,069	69,175	30,486	1·80	156	55·93
1909	5·50	16,94,069	79,905	34,891	2·06	219	56·33
1910	5·50	16,94,069	80,288	32,441	1·91	281	59·61

N. B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

Number Main head 18 / Sub-heads (a) to (e). JODHPUR-BIKANER RAILWAY SYSTEM—

Lines comprised in the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)	525·00	...	525·00
(*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)	306·04	79·36	385·40
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98	...	123·98
(*d*) Mirpur Khas-Jhudo (3′ 3⅜″ gauge)	50·43	...	50·43
(*e*) Mirpur Khas-Khadro (3′ 3⅜″ gauge)	....	49·50	49·50
Total	1,005·45	128·86	1,134·31

18 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Kuchaman Road to Merta Road	13-3-93	73·00	
Merta Road to Jodhpur	8-4-91	64·00	
Jodhpur to Luni Junction	9-3-85	20·00	
Luni Junction to Balotra	22-3-87	50·00	
Balotra to Barmer	15-5-99	60·00	
Barmer to the Jodhpur Frontier	22-12-00	74·00	
Total Main line	...	...	341·44
Branches and extensions—			
Pachpadra branch—			
Balotra to Pachpadra	22-3-87	10·00	
Marwar Railway Junction extension—			
Luni Junction to Marwar Pali	17-6-84	25 00	
Marwar Pali to Marwar Railway Junction	24-6-82	19·00	
		44·00	
Merta City branch—			
Merta Road to Merta City	17-1-05	8·95	
Bhagu extension—			
Merta Road to Nagaur	16-10-91	35·00	
Nagaur to Bhagu	9-12-91	24·50	
		59·50	
Marwar Frontier extension—			
Degana to Marwar Frontier	16-9-09	61·11	
Total branches and extensions	...	.....	183·56
GRAND TOTAL	...	.....	525·00

Details of construction—

Permanent-way.—The line is laid with 36-lb., 41¼-lb. and 50-lb. flat-footed steel rails. There are also some 36-lb. iron rails in the Merta City branch. The sleepers are steel trough, deodar and pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads } (a) \text{ to } (e)}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

18 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Contracts—

See under Bikaner section, 18 (*b*).

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	454·94	1,17,24,896	15,67,073	7,14,836	6·10	66	54·38
1902	454·94	1,18,69,424	16,76,216	8,35,202	7·04	71	50·17
1903	454·94	1,19,31,439	16,34,708	8,91,196	7·47	69	45·48
1904	454·94	1,21,90,804	16,87,624	9,58,365	7·86	71	43·21
1905	463·89	1,22,63,774	19,16,254	11,01,294	8·98	81	42·53
1906	463·89	1,22,77,015	20,91,368	12,23,531	9·97	87	41·50
1907	463·89	1,27,43,482	21,40,652	11,64,748	9·14	89	45·59
1908	463·89	1,42,85,467	19,28,235	8,65,023	6·06	80	55·14
1909	525·00	1,43,06,908	21,10,217	10,19,529	7·13	77	51·69
1910	525·00	1,44,92,736	26,90,468	15,49,703	10·69	99	42·40

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

18 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
Bhagu to Bikaner	9-12-91	47·60	
Bikaner to Dulmera	2-6-98	42·00	
Dulmera to Lunkransar	1-1-01	8·32	
Lunkransar to Suratgarh	1-1-01	63·53	
Suratgarh to Bhatinda	9-9-02	88·00	
Total main line	.....	.....	249·45
Hissar Extension—			
Marwar Frontier to Sujangarh	16-9-09	1·42	
Sujangarh to Ratangarh	2-2-10	28·56	
Ratangarh to Churu	22-5-10	26·61	
Total Extension	.....	.....	56·59
Total open mileage	.....	.....	306·04
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Churu to Hissar (sanctioned on 4th September 1907)	.....	79·36	79·36
GRAND TOTAL	.....	.....	385·40

Details of construction—

Permanent-way.—The permanent-way consists of 36-lb. and 50-lb. flat-footed steel rails on steel trough and deodar sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

The railway is worked under the following contracts :—

Contracts of—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for
30th July 1889 } constructing and working the line.

The general conditions of the contracts are as follows :—

Government aid.—The line is the exclusive property of the two Durbars.

Currency of contracts.—These contracts may be modified at any time by mutual consent.

Terms of working.—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

Rates and fares.—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (e)}}$ **. JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

18 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	157·35	48,93,535	2,46,875	1,05,697	2·16	30	57·19
1902	245·35	52,49,539	3,22,022	1,42,580	2·72	34	55·72
1903	245·35	51,30,925	5,25,329	2,66,197	5·19	41	49·33
1904	245·35	50,93,549	7,28,902	4,05,678	7·96	57	43·96
1905	245·35	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906	245·35	52,70,205	10,92,839	4,74,514	9·00	86	56·58
1907	245·35	55,15,481	8,82,608	3,38,372	6·13	69	61·66
1908	245·35	75,07,922	7,74,735	3,49,859	4·66	61	54·84
1909	251·35	75,36,367	7,82,156	3,16,844	4·20	60	59·49
1910	306·04	82,04,896	10,61,570	6,07,372	7·40	67	42·79

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

18 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Hyderabad to Shadipalli*	18-8-92	55·49	
Shadipalli to the Jodhpur Frontier	22-12-00	68·49	
Total	.....	.....	123·98

Details of construction—

Permanent-way.—The section is laid with 50-lb. flat-footed steel rails on deodar and pine sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreement—

The railway is worked under the following agreement:—

Agreement of—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3′ 3⅜″ gauge, from Balotra to Hyderabad and for working the section from the Jodhpur Frontier to Hyderabad.

Railway Board's letters Nos. 1537 R.T. of 20th August 1908, and 2197 R.S. of 26th October 1908, to the Hon'ble the Agent to the Governor-General for Rajputana as to the revised clauses 3 and 9 of the agreement of 22nd December 1900.

The general conditions are as follows:—

Government aid.—The line is the property of the State.

Currency of agreement.—As regards the working of the railway this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.

Terms of working.—The working expenses of the amalgamated undertaking excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided between the British and Native State sections of the line in the ratio of gross earnings of each section. The maintenance charges are the actual expenditure in each section of the line for *direct* charges and for *joint* charges such as salary, allowances and other expenses of the Chief Engineer the proportion due in the ratio of gross earnings. In addition to the working expenses mentioned above the

* The line from Hyderabad to Shadipalli was originally on the 5′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge on the 20th October 1901.

APPENDIX 9—*contd.*

History of railways constructed and in porgress.

[For Index see page 75.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (e)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*concld.*

18 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—*concld.*

Agreement—*concld.*

Government of India pay to the Durbar in each half-year a sum equal to 5 per cent of the cost of the stock. The whole cost of the joint stock of the system is divided between the several railways in proportion to the gross earnings of each, and the proportion which falls to the share of this railway is the amount on which the charge of 5 per cent is made for use of rolling-stock.

Rates and fares.—Maximum and minimum rates and fares and the classification in force on the North Western State railway from time to time to be in force on the British section.

NOTE.—Government of India, in letter No. 255 R. T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native State section being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western State railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902 . . .	123·98	40,45,972	5,04,007	2,18,814	5·41	1,59,771	+59,043	78	56·59
1903 . . .	123·98	40,45,338	5,84,094	2,62,379	6·49	1,60,179	+1,02,200	91	55·08
1904 . . .	123·98	39,58,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161	101	46·82
1905 . . .	123·98	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380	112	49·03
1906 . . .	123·98	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160	138	42·57
1907 . . .	123 98	40,23,073	8,05,016	3,57,918	8·90	1,21,968	+2,35,950	125	55·54
1908 . . .	123·98	42,81,148	7,59,479	3,34,028	7·80	1,49,807	+1,84,221	118	56·02
1909 . . .	123·98	42,99,099	8,19,444	2,69,617	6·28	1,41,400	+1,28,217	127	67·10
1910 . . .	123 98	42,32,763	9,00,091	3,80,517	8·99	1,42,724	+2,37,793	140	57·72

N.B.—Statistics for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.

18 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Jamrao Junction to Jhudo	18-4 09	50·43	50·43

Details of construction—

Permanent-way.—The permanent-way consists partly of 36-lb. flat-footed steel rails and partly of old 41¼-lb. rails laid on deodar sleepers of good quality.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,206 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contract—

The railway is being worked as an integral part of the Jodhpur-Hyderabad railway (British section) under an agreement which is under consideration between the Government of India and the Jodhpur and Bikaner Durbars.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.,	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909 . . .	50·43	7,37,231	43,535	26,121	3·54	25	40·00
1910 . . .	50·43	7,20,900	98,463	59,078	8·20	38	40·00

18(*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge)—

This railway was sanctioned for construction by the agency of the Jodhpur-Bikaner railway for the Sind Light Railways Company on exactly the same terms as those agreed to for the Mirpur Khas-Jhudo railway.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Mirpur Khas to Khadro (sanctioned on 19th September 1910).	.....	49·50	49·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 19}{\text{Sub-head } (a)}$. **MORVI RAILWAY** (3′ 3⅜″ and 2′ 6″ gauges)—

The whole line was originally on the 2′ 6″ gauge. In 1905 the length between Wadhwan and Rajkot was converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi was retained on the 2′ 6″ gauge.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
3′ 3⅜″ gauge—			
Wadhwan to Rajkot Junction	4-3-05	Miles. 73·94	Miles. 73·94
2′ 6″ gauge—			
Vankaner to Morvi	24-3-87	15·70	
Quarry branch	23-12-05	3·19	
Total 2′ 6″ gauge	...	...	18·89
GRAND TOTAL	...	...	92·83

Details of construction—

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half-round teak and creosoted pine sleepers; and that on the 2′ 6″ gauge section consists of 29-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated trap).

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 150 on both gauges.

Contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	94·36	27,59,452	3,58,663	1,25,534	4·55	73	65·00
1902	94·36	27,32,748	3,05,058	1,13,299	4·14	62	62·86
1903	94·36	27,88,452	2,98,066	1,44,767	5·19	61	51·43
1904	94·36	34,06,196	3,54,636	1,88,909	5·55	78	46·73
1905	89·64	43,90,817	3,23,640	1,74,476	3·97	69	46·09
1906	94·64	44,90,459	3,07,560	1,59,584	3·55	62	48·11
1907	94·64	45,73,551	4,11,791	2,55,762	5·59	84	37·89
1908	92·83	46,42,725	5,08,262	2,82,464	6·08	105	44·43
1909	92·83	47,95,497	4,71,830	2,12,900	4·44	98	54·88
1910	92·83	49,91,020	5,29,105	2,96,286	5·94	109	44·00

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (c)}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, C.S.I., R.E.

Managing Director.—Alexander Izat, Esq., C.I.E., M.I.C.E.

Offices.—237 Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)	202·06	56·82	258·88
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	237·04	75·43	312·47
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total	478·60	132·25	610·85

Running powers—

	Miles.
Home line over foreign line :—	
Over Ramgunga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand State railway . for passenger and goods trains	0·52
,, ,, ,, ,, Dalpatpur and Moradabad ,, ,, ,, ,, ,, . for passenger and goods trains	0·40
	0·92
Foreign line over home line :—	
Bengal and North-Western, Daliganj to Aishbagh, for passenger and goods trains	3·40

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
Bhoojeepura to Kathgodam	12-10-84	53·92	53·92
Extensions—			
Kasganj extension—			
Bareilly to Soron	29-1-06	54·95	
Soron to Kasganj	4-1-85	9·00	
		63·95	
Ramnagar extension—			
Moradabad to Got	10-5-08	4·19	
Got to Ramnagar	11-1-08	44·00	
		48·19	
Kashipur extension—			
Lalkua to Kashipur	11-1-08	36·00	
Total extensions	...	...	148·14
TOTAL OPEN LINES	...	...	202·06
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Pilibhit to Bisalpur	24-2-11	23·00	
Bisalpur to Shahjahanpur (sanctioned on 17th June 1909).	...	33·82	
Total under construction or sanctioned	...	...	56·82
GRAND TOTAL	...	...	258·88

Details of construction—

Permanent-way.—The permanent-way consists mainly of 50-lb. steel rails on sâl, Australian and deodar sleepers. The lines from Lalkua to Ramnagar and Moradabad to Kashipur are laid with 41¼-lb. steel rails on sâl and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 716 feet.

Gradients.—The ruling gradient is 1 in 70.

Contracts.—

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts :—

Contracts of—12th October 1882.—Rohilkund and Kumaon Railway Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system. (Principal contract.)

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

24th April 1903.—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*contd.*

Contracts—*contd.*

Contracts of—15th July 1904.—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903.

24th March 1909 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) supplemental to the above mentioned contracts as to the construction and working of lines from Pilibhit to Barmdeo and extensions of the Dudwa branch with a permanent bridge over the Sardah river and from Pilibhit to Shahjahanpur and modifying the contracts of 1882, 1890 and 1904.

The general conditions of the contracts are as follows:—

Government aid.—Company's section.—Government guaranteed interest at 4 per cent in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

Lucknow-Bareilly section.—The Company to raise £160,000 capital by debentures which Government guarantee as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was provided free of charge.

Note.—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum under the agreement dated the 5th February 1901.

Provision of capital.—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government.

Currency of contracts.—

(1) *Rohilkund and Kumaon railway contract.*—Government may terminate the contract on the 31st December 1932, by giving 12 months' notice; but the Secretary of State has the option of fixing the purchase price by giving notice in writing prior to 31st December 1912. If the contract terminates by notice or by efflux of time, Government have to pay 25 times the average net earnings, deducting the Government share of surplus profits during the five years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) *Lucknow-Bareilly railway.*—Government may determine the contract on the 31st December 1932, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

Power of Company to surrender contract.—Nil.

Terms of working.—The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

The joint working expenses (including any single item of capital expenditure, not exceeding Rs. 1,000, classed as a Minor work, subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision) are to be divided in the ratio of the respective gross earnings of each of the sections, *viz.*, (*a*) Company's original line and Additional Main Line Works, (*b*) Lucknow-Bareilly Railway and State works and (*c*) Branch Railways and Branch Line Works.

The Company are entitled absolutely without any right of the Secretary of State to participation to the net earnings of the Branch Railways and Branch Line Works.

The net earnings of the Company's original line and Additional Main Line Works after payment of interest charges on borrowed capital and share of Joint Debenture stock and after deduction at the rate of 6 per cent on the paid up share capital of the Company are to be divided between the Company and Government in equal parts.

The net earnings of the Lucknow-Bareilly Railway and State Works after payment of (*i*) interest on debentures and share of Joint Debenture stock and (*ii*) interest on all capital supplied by the Company or Government, are to be divided between the Company and Government in the ratio of their respective shares of capital in the Lucknow-Bareilly Railway and State Works.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1884	55·00	19,40,266	36,543	1,733	0·09	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.	51	95·26
1885	55·00	21,71,124	2,38,572	80,153	3·69		68	66·40
1886	55·00	22,52,962	3,00,191	1,23,832	5·50		86	58·75
1887	55·00	22,91,619	3,19,274	1,16,800	5·10		92	63·42
1888	55·00	23,40,100	3,34,092	1,42,120	6·07		96	57·46
1889	55·00	23,96,624	3,72,270	1,60,135	6·68		107	56·98
1890	55·00	24,17,052	3,14,834	1,51,003	6·25		90	52·04
1891	53·92	20,49,458	3,85,084	1,60,081	7·81		112	58·43
1892	53·92	20,58,575	4,33,648	1,97,780	9·61		127	54·39
1893	53·92	20,82,280	4,25,909	1,83,180	8·80		124	56·99
1894	53·92	20,80,440	4,59,313	2,15,191	10·34		134	53·15
1895	53·92	20,78,251	4,04,504	1,52,209	7·32		118	62·37
1896	53·92	20,79,863	4,26,965	1,53,821	7·40		125	63·96
1897	53·92	21,20,428	4,23,720	1,72,319	8·13		124	59·33
1898	53·92	21,42,552	4,62,308	2,20,785	10·30		135	52·24
1899	53·92	21,48,243	4,65,623	2,34,020	10·89		136	49·74
1900	53·92	21,53,125	4,37,572	2,28,048	10·59		128	47·88
1901	53·92	22,09,423	3,84,314	2,09,896	9·50		112	45·38
1902	53·92	23,36 911	4,10,626	2,18,317	9·34		120	46·83
1903	53·92	25,89.790	4,13,147	2,20,405	8·51		121	46·65
1904	53·92	43,55.575	4,18,787	2,24,403	5·15		122	46·41
1905	53·92	93,34,589	4,40,664	1,54,126	1·65	The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line.	129	65·02
1906	117·87	1,16,53,319	8,03,607	3,65,161	3·13		124	54·56
1907	117·87	1,28,55,065	10,67,928	5,69,506	4·43		158	46·67
1908	203·35	1,35,79,271	11,44,078	5,50,193	4·05		102	51·91
1909	202·06	1,36,93,877	12,70,929	6,26,391	4·57		121	50·71
1910	202·06	1,52,28,920	13,46,150	7,62,425	5·00		128	43 36

20 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge) —

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Lucknow to Sitapur	15-11-86	55·00	
Sitapur to Lakhimpur	15-4-87	28·50	
Lakhimpur to Gola Gokaran Nath	15-12-87	21·50	
Gola Gokaran Nath to Pilibhit	1-4-91	57·55	
Pilibhit to Bhojeepura	15-11-84	24·00	
Bhojeepura to Bareilly	12-10-84	12·00	
Total Main line	...	...	198·55
Branches and extensions—			
Bareilly grain siding	1-4-94	1·75	
Sonaripur extension—			
Mailani to Sarda	1-1-93	15·00	
Sarda to Sohela	10-3-93	8·50	
Sohela to Sonaripur	18-3-94	7·37	
		30·87	
Chandan Choki extension—			
Dudhwa to Chandan Choki	4-4-03	5·87	
Total branches and extensions	...	...	3 ·49
TOTAL OPEN MILEAGE	...	...	237·04
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Sonaripur to Ramnagar Ghat	2-1-11	20·79	
Sarota Phanta to Garwari Ghat (sanctioned on 23rd September 1910)	...	15·89	
Pilibhit to Barmdeo (sanctioned on 24th May 1909)	...	38·75	
TOTAL UNDER CONSTRUCTION OR SANCTIONED	...	...	75·43
GRAND TOTAL	...	...	312·47

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—*concld.*

Details of construction:—

Permanent-way.—The permanent-way consists of 41¼-lb. and 50-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken bricks, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

Contracts—

See under Rohilkund and Kumaon railway proper, 20 (*a*).

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	198·38	79,17,846	4,95,068	1,72,145	2·17	2,72,055	...	—99,910	56	65·23
1892	198·33	81,66,804	6,82,836	2,74,601	3·36	3,07,651	10,636	—43,686	66	59·79
1893	222·05	83,89,362	7,28,878	2,73,541	3·26	3,26,770	3,495	—56,724	67	62·47
1894	231·17	85,93,158	9,72,269	3,94,240	4·59	3,45,323	24,180	+24,737	88	59·45
1895	231·17	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	—59,314	74	62·09
1896	231·17	89,63,620	8,27,599	3,02,071	3·37	3,48,885	13,415	—60,229	75	63·50
1897	231·17	93,02,715	8,27,371	3,35,776	3·61	3,61,550	11,570	—37,344	75	59·42
1898	231·17	94,90,476	10,34,088	5,00,200	5·27	3,64,852	68,058	+67,290	94	51·63
1899	231·17	94,97,485	12,72,160	6,33,355	6·67	3,65,537	1,25,640	+ 1,42,178	114	50·21
1900	231·17	99,21,432	12,53,801	6,51,957	6·57	3,73,097	1,34,915	+ 1,43,945	107	48·00
1901	231·17	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	123	44·76
1902	231·17	1,12,96,019	14,53,329	7,69,568	6·81	4,23,528	67,704	+ 2,78,336	132	47·05
1903	237·04	1,15,01,911	14,03,266	7,48,689	6·51	4,53,825	53,222	+ 2,41,642	126	46·65
1904	237·04	1,17,14,505	14,96,120	7,97,671	6·81	4,48,328	61,426	+ 2,87,917	133	46·68
1905	237·04	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	138	46·95
1906	237·04	1,20,09,658	16,55,250	8,36,782	6·97	4,57,588	65,252	+ 3,13,942	148	49·45
1907	237·04	1,24,59,395	16,97,182	9,07,863	7·29	4,18,611	73,229	+ 4,16,023	150	46·51
1908	237·04	1,27,50,545	16,15,542	7,80,747	6·12	4,50,365	48,511	+ 2,81,871	131	51·67
1909	237·04	1,43,82,316	17,17,491	7,84,749	5·46	4,11,131	44,700	+ 3,28,918	139	54·31
1910	237·04	1,60,60,757	18,25,185	10,15,746	6·32	4,75,558	80,364	+ 4,59,824	148	44·35

N.B.—Statistics for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.

20 (*c*) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Shahjahanpur to Powayan	17-6-90	17·00	
Powayan to Khotar	19-5-91	14·00	
Khotar to Mailani	22-12-94	8·50	
Total	.....	.....	39·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concld.***

20 (*c*) Powayan Light railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Contracts—

The Powayan Light railway is worked under the following contracts:—

Contracts of—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working.

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working.

13th July 1906 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to provision of moneys for capital expenditure and acquisition by the Railway Company of interest in the Powayan Light Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—Land.

Currency of contract.—The contract is terminable on the 31st December 1932 or at any time thereafter on one year's notice being given by either party.

Terms of working.—The working agency is to retain 70 per cent of the gross earnings until the line is fully equipped, and thereafter the same percentage as that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs. 200, subject to a maximum charge of Rs. 20 per mile in each half-year.

Rates and fares.—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	39·50	8,41,038	66,862	20,059	2·39	33	70·00
1902	39·50	8,93,456	75,675	22,521	2·52	37	70·24
1903	39·50	8,94,619	71,815	28,482	3·18	35	60·34
1904	39·50	8,94,751	78,015	30,937	3·46	38	60·34
1905	39·50	8,94,751	92,614	36,707	4·10	45	60·37
1906	39·50	8,94,751	99,566	39,491	4·41	48	60·34
1907	39·50	8,94,751	87,302	34,626	3·87	42	60·34
1908	39·50	8,94,801	81,450	32,292	3·60	40	60·35
1909	39·50	8,94,801	91,687	36,352	4·06	45	60·35
1910	39·50	8,94,801	95,236	37,799	4·22	46	60·31

Number $\frac{\text{Main head 21}}{\text{Sub-head (a)}}$. **UDAIPUR-CHITORGARH RAILWAY** (3′ $3\frac{3}{8}$″ gauge)—

Running powers—

Home line over Foreign line:—

	Miles.
Rajputana-Malwa railway, Berach Signal station to Chitorgarh	1·42

The line is owned by the Udaipur Durbar. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur Durbar.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Berach near Chitorgarh to Debari near Udaipur	1-8-95	60·39	
Separate station at Chitorgarh	15-8-98	0·47	
Debari to Udaipur	25-8-99	6·44	
Total	.....	.....	67·30

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 21}}{\text{Sub-head (a)}}$. UDAIPUR-CHITORGARH RAILWAY (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Contract—Nil.—The line is owned and worked by the Udaipur Durbar.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1898	60·83	17,18,460	1,43,822	61,364	3·57	45	57·33
1899	67·30	19,89,912	2,10,540	1,04,829	5·27	64	50·21
1900	67·30	20,41,310	3,17,928	1,85,703	9·10	91	41·59
1901	67·30	20,61,858	2,22,175	94,112	4·56	63	57·65
1902	67·30	20,65,630	2,17,388	97,131	4·70	62	55·32
1903	67·30	20,66,171	1,77,817	66,446	3·21	51	62·63
1904	67·30	20,66,093	1,51,293	53,175	2·57	42	64·86
1905	67·30	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	67·30	20,75,567	2,47,813	1,35,467	6·52	69	45·33
1907	67·30	20,75,702	2,50,515	1,36,695	6·58	70	45·43
1908	67·30	20,77,554	2,38,916	1,18,044	5·68	68	50·59
1909	67·30	20,96,383	2,43,050	1,24,855	5·95	69	48·62
1910	67·30	20,97,410	2,52,090	1,33,470	6·36	72	47·05

N.B.—Statistics for the periods prior to 1898 will be found in Appendix 38 to the Report for 1907.

Number $\frac{\text{Main head 22}}{\text{Sub-head (a)}}$. ARRAH-SASARAM LIGHT RAILWAY (2′ 6″ gauge)—

Construction of this light railway under Bengal Tramways Act, III of 1883, was sanctioned by Bengal Government order contained in that Government's Notification No. 39-R. of 12th October 1909.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Arrah to Sasaram	6-3-11	60·50	60·50

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$. BANGALORE-CHICKBALLAPUR LIGHT RAILWAY (2′ 6″ gauge)—

This railway is to be financed by an Indian Company floated for the purpose under a guarantee from the Mysore Durbar of 4 per cent per annum on the subscribed capital.

During the year under report the Company were engaged in raising the total capital required for the construction of the line. An application to begin the work before the whole capital is raised was under the consideration of the Durbar at the close of the year.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Bangalore to Chickballapur (sanctioned on 10th September 1909)	...	37·95	37·95

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 24}{\text{Sub-head } (a)}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
MAIN LINE—		Miles.	Miles.
Baraset to Basirhat	1-2-05	26·00	
Basirhat to Chingrighata	2-3-09	8·50	
Total Main line	...	...	34·50
PATTIPOOKER BRANCH—			
Beliaghata Bridge to Pattipooker	16-2-10	...	16·62
GRAND TOTAL	...	...	51·12

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sál and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

Agreements—

The line is worked on the terms contained in the Bengal Government Notifications Nos. 86-R., 22-R., and 9-R., dated respectively, the 15th May 1903, 23rd November 1907 and 19th February 1909, under the following agreements:—

Agreements of—14th December 1897, 6th November 1907, 19th February 1909 } (between the District Board of the 24-Parganas and the Baraset-Basirhat Light Railway Company).

The general conditions are as follows:—

Aid by the District Board.—The District Board guarantee such an annual subsidy as will enable the Company to pay 4 per cent per annum on the share capital of the Company or make the net profits equivalent to Rs. 1,500 per annum per mile of the original line as well as of the extensions subject to a maximum of Rs. 38,000 per annum and allows the free use of a width of not more than 8 feet along one side of the District road. (The Company to acquire at its own expense land necessary for stations and diversions.)

Currency of agreement.—Under section 41 of the Bengal Act (III of 1883), *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent thereon.

Terms of working.—Any surplus profits in excess of 4 per cent on share capital *plus* not more than 4 per cent on debenture capital are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	26·06	9,07,781	1,11,201	55,682	6·13	—5,394	50,288	5·54	90	49·93
1906	26·06	9,52,953	1,50,731	79,536	8·35	—12,669	66,867	7·02	111	47·23
1907	26·06	10,06,570	1,72,574	85,830	8·53	—16,096	69,734	6·93	127	50·26
1908	26·06	10,52,939	1,49,043	58,588	5·56	—5,944	52,644	5·00	110	60·69
1909	34·50	14,20,827	1,73,715	69,303	4·88	—6,478	62,825	4·42	97	60·10
1910	51·12	21,80,982	2,35,676	73,310	3·36	—674	72,636	3·33	88	68·89

APPENDIX 9—*contd*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 25}{\text{Sub-head } (a)}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—

Chairman.—F. M. Halliday, Esq.

Secretaries.—W. A. Browne & Co.

Offices.—Winchester House, Old Broad Street, London, E. C.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Barsi Road Junction to Barsi Town	1-3-97	21·59	
Barsi Road Junction to Pandharpur	2-12-06	30·21	
Barsi Town to Kuslamb	15-6-05	6·34	
Kuslamb to Tadwale	1-5-06	20·36	
Total open lines	...	...	78·50
LINES UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Tadwale to Latur (sanctioned on 2nd September 1909)	...	37·12	
Pandharpur to Pandharpur town (sanctioned on 21st November 1908)	...	1·24	
			38·36
GRAND TOTAL	...	...	116·86

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 450 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the original line (from Barsi Road Junction to Barsi Town) one of 1 in 89 and one of 1 in 90; and two on the Tadwale extension—one of 1 in 50 and the other of 1 in 70.

Contracts and agreements—

The Barsi Light railway is worked under the following:—

Contracts of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi Town.

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions.

4th December 1905, supplemental to that of 26th August 1902.

31st March 1909 (between the Secretary of State and the Barsi Light Railway Company) supplemental to the Contracts of 1902, 1903 and 1905 as to the raising of capital required for the extension, from Tadwale to Latur.

Despatch—from Secretary of State, No. 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

Agreements of—21st April 1909 (between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company) for construction and working of the Tadwale-Latur extension.

4th May 1909 (between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company) by which the former waives its claim to construct and work the Tadwale-Latur extension.

The general conditions are as follows:—

Government aid.—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations. Land is provided free for the extensions.

Currency of contracts.—Government may determine the contracts on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined Government are to pay the Company in England in sterling an amount equal to the total paid up capital, so far as such capital was expended with the authority of the Secretary of State. And as regards the Tadwale-Latur extension His Highness the Nizam's Guaranteed State Railways Company shall have the option of purchasing the extension, subject in all respects to the rights of the Nizam's Government under the several contracts between that Government and the Railway Company after the expiration of 20 years from the date of its opening throughout for traffic on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. BARSI LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II: Earnings per mile per week. (1)	Table II: Proportion of expenses to earnings. (2)
	Miles	Rs.	Rs.	Rs.		Rs.	
1901	21·59	13,18,312	1,68,238	79,588	6·04	150	52·69
1902	21·59	13,18,242	1,50,275	52,879	4·01	134	64·81
1903	21·59	13,18,289	1,30,694	53,423	4·05	116	59·12
1904	21·59	13,43,991	1,66,934	64,952	4·83	149	61·09
1905	27·93	27,88,002	2,19,478	1,39,618	5·01	168	36·39
1906	78·50	41,11,334	2,19,284	1,09,862	2·67	96	49·90
1907	78·50	47,47,986	5,43,330	2,24,080	4·72	133	58·76
1908	78·50	48,29,287	4,31,002	1,72 063	3·36	105	60·08
1909	78·50	57,13,286	6,44,775	3,89,578	6·82	158	39·58
1910	78·50	61,33,032	6,97,520	3,89,427	6·52	174	44·18

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. BUKHTIARPORE-BEHAR LIGHT RAILWAY (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Bukhtiarpore on the East Indian railway to Behar	1-7-03	18 50	...
Behar to Silao	17-7-09	9·50	...
Total	...	...	28·00

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

Agreements—

The railway has been constructed and is worked on the terms contained in the Bengal Government Notifications Nos. 100 and 11 Railway, dated respectively, the 25th June 1901 and 15th June 1908, under the following agreements:—

Agreements of—21st August 1899 } (between the District Board of Patna and the Bukhtiarpore-Behar Light Rail-
2nd June 1908 } way Company).

The general conditions are as follows:—

Aid by the District Board.—The District Board guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary so as to allow of the Company paying a dividend of 4 per cent per annum on the Company's share capital of Rs. 12,00,000, subject to a maximum limit of Rs. 32,000 per annum, and also grant the free use of a width of 8 feet along one side of the district road for the purpose of laying the line. The Company at its own expense shall acquire additional land required.

Currency of agreement.—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

Terms of working.—Any surplus profits in excess of 4 per cent on share capital, *plus* not more than 4 per cent on any debenture capital, are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed up to which the Company is permitted to vary rates.

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Subsidy from District Board. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3) (9)	Table II: Earnings per mile per week. (1)	Table II: Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	18·50	7,48,851	35,800	15,117	2·02	...	15,117	2·02	74	57·77
1904	18·50	8,11,233	1,13,923	66,571	8 21	—10,616	55,955	6·90	118	41·57
1905	18·50	8,25,210	88,848	35,681	4·32	—90	35,591	4·31	92	59·84
1906	18 50	8.43,827	1,11,409	48,163	5·71	—5.674	42,489	5·04	116	56·77
1907	18 50	8.92,221	1,10,888	46.073	5·16	—4,501	41,572	4·66	115	58·45
1908	18 50	9.00,878	1,10,152	45,122	5·01	—1,915	43,207	4·80	114	59·04
1909	28·00	11,96,973	1,52,322	58,331	4·87	—5 198	53,133	4 44	128	61·70
1910	28·00	12.01 403	1,23,986	54.561	4·54	—3,4·1	51,143	4·25	85	55·99

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 27}}{\text{Sub-head (a)}}$. CHAMPANER-SHIVRAJPUR LIGHT RAILWAY (2′ 6″ gauge)—

The construction, maintenance and working of this light railway under the Indian Tramways Act, 1886 (XI of 1886), was sanctioned by the Government of Bombay under their Notification No. 5-Ry., dated the 1st September 1909.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Champaner Road to Champaner City	3-2-11	11·00	
Champaner City to Shivrajpur (sanctioned on 1st September 1909)	...	7·80	
Total	...	...	18 80

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. CUTCH RAILWAY (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Tuna to Anjar	18-5-05	11·67	
Anjar to Bhuj	1-11-08	25·11	
Total	...	...	36·78

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.

Contract—

Nil.—The line is owned and worked by the Cutch Durbar.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	11·67	4,25,731	28,496	20,908	4·91	75	26·63
1906	11·67	7,18,668	40,273	19,919	2·77	66	50·54
1907	11·67	8,17,815	43,221	24,070	2·94	71	44·31
1908	36·78	8,74,980	40,006	18,237	2·07	20	54·41
1909	36·78	9,42,842	84,864	47 851	5·07	44	43·61
1910	36·78	9,42,842	93,639	55,953	5·93	49	40·24

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$. DEHRI-ROHTAS LIGHT RAILWAY (2′ 6″ gauge)—

Construction of this railway by a private company, under the Bengal Tramways Act, III of 1883, was sanctioned by the Bengal Government under their Notification No. 24 R., dated the 10th November 1908.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Dehri-on-Sone to Rohtas	6-2-11	23·80	23·80

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 30}{\text{Sub-head } (a)}$. DHOLPUR-BARI RAILWAY (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Dholpur on the Indian Midland section of the Great Indian Peninsula railway to Bari	24-2-08	19·62	19·62

Details of construction—

Permanent-way.—Five miles are laid with 35-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder is laid with 35-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 1,910 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Nil.—The line is owned and worked by the Dholpur Durbar.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	19·62	7,33,502	21,352	—11,261	...	25	152·74
1909	19·62	6,91,940	36,226	5,773	0·83	35	84·06
1910	19·62	6,96,601	48,377	19,835	2·85	47	58·99

Number $\frac{\text{Main head } 31}{\text{Sub-head } (a)}$. DWARA-THERRIA LIGHT RAILWAY (2′ 6″ gauge)—

The company formed for its construction having gone into liquidation, the Local Government, at the instance of the liquidator of the company, has sanctioned the transfer to Messrs. H. V. Low and Company of Calcutta of the property and rights vested in the Dwara-Therria Railway Company, Limited, under the Dwara-Therria Steam Tramway Order No. 44, dated the 14th August 1902, subject to the stipulation that all dues outstanding to Government, are paid in full before any formal transfer is effected.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Dwara to Maolong (sanctioned on 15th May 1902, but work suspended)	...	13·50	
Maolong to Therria Ghat (sanctioned on 15th May 1902, but commencement of work not authorised)	...	6·00	
Total	...	...	19·50

Number $\frac{\text{Main head } 32}{\text{Sub-head } (a)}$. JESSORE-JHENIDAH LIGHT RAILWAY (2′ 6″ gauge)—

The construction of this line under the Indian Railways Act, IX of 1890, was sanctioned by the Government of India in their letter No. 275 R. P., dated the 2nd December 1910.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Jessore to Jhenidah (sanctioned on 2nd December 1910)	...	28·90	
Branch—			
Kaliganj to Kot-Chandpur (sanctioned on 2nd December 1910)	...	7·90	
Total	...	...	36·80

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 33}}{\text{Sub-head (a)}}$. **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′ 6″ gauge)—

The construction and working of this railway by Messrs. Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, $\frac{339}{187}$R., dated the 18th April 1904, and a Company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 28th November 1905 for the purpose.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Shahdara to Saharanpur	15-10-07	92·50	92·50
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Baraut to Meerut (sanctioned on 4th January 1902, but commencement of work not authorised)	...	30·00	30·00
Total	...	...	122·50

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on sâl sleepers.

Ballast.—The line is ballasted with stone and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 1,000.

Agreement—

The line is worked under the following agreement :—

Agreement of—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs. Martin and Company).

The general conditions are as follows :—

Government aid.—Free grant of land for a single 5′ 6″ gauge line and for all conveniences and works.

Currency of agreement.—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, *viz.*, on the 18th April 1927 at 25 years' purchase of the annual profits to the Company for the preceding three years subject to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of seven years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to acquire the tramway at any time on twelve months' notice at 25 per cent in excess of the Company's capital expenditure.

Terms of working.—Whenever the net profits of the tramway shall be in excess of 4 per cent upon the paid-up capital of the Company, such surplus profits shall be equally divided between the Government and the Company.

Rates and fares.—Certain maxima have been fixed.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	93·02	33,02,226	1,01,146	29,783	0·90	45	70·55
1908	92·63	41,35,292	3,35,533	1,41,823	3·43	70	57·73
1909	92·63	41,56,390	4,05,856	1,96,014	4·71	84	51·73
1910	92·50	41,67,317	5,04,282	2,78,330	6·67	105	44·80

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 34}{\text{Sub-head } (a)}$. TARAKESHWAR-MAGRA LIGHT RAILWAY (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles	Miles.
Tarakeshwar to Rudrani	7-11-94	12·50	
Rudrani to Magra	8-3-95	18·62	
Magra to Tribeni	14-4-04	2·15	
Total	...	...	33·27

Details of construction—

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pynkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magraganj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Agreements—

The Tarakeshwar-Magra Light railway is maintained and worked on the terms contained in the Bengal Government Notification No. 1, dated the 4th January 1896, under the following agreements:—

Agreements of—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

12th March 1904 (between the Secretary of State for India and the Company).

The general conditions are as follows:—

Government aid.—Free grant of land for the Tribeni extension.

Currency of agreement.—In the event of the District Board wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	31·12	9,72,175	83,150	24,746	2·55	51	70·24
1902	31·12	9,73,262	84,272	24,842	2·55	52	70·52
1903	31·12	10,15,725	85,546	25,350	2·50	53	70·37
1904	33·27	10,43,715	89,735	27,564	2·64	52	69·28
1905	33·27	10,47,028	86,838	21,871	2·09	50	74·81
1906	33·27	10,73,037	1,00,072	32,762	3·05	58	67·26
1907	33·27	10,92,156	1,10,238	34,500	3·16	64	68·70
1908	33·27	10,93,192	1,13,074	30,482	2·79	65	73·04
1909	33·27	11,06,707	1,24,182	37,915	3·43	72	69·46
1910	33·27	11,32,454	1,24,373	43,095	3·80	72	65·36

N.B.—Statistics for the periods prior to 1901 will be found in Appendx 38 to the Report for 1907.

Number $\frac{\text{Main head } 35}{\text{Sub-head } (a)}$. TEZPORE-BALIPARA LIGHT RAILWAY (2′ 6″ gauge)—

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. It was worked by the Tezpore-Balipara Light railway and from February 1908 has been closed to public traffic.

DDD

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 35}}{\text{Sub-head (a)}}$. TEZPORE-BALIPARA LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Tezpore Ghat to Bindukuri	9-8-94	8 10	
Bindukuri to Balipara	1-9-95	12·00	
Total	...	...	20·10

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on Nahor or Gonserai sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Contract—

The Tezpore-Balipara Light railway is maintained and worked under the terms of the order published under—

Notification No. 33, dated the 1st June 1895, issued by the Chief Commissioner of Assam.

The general conditions are as follows :—

Government aid.—Free use of Government land and a subsidy to the extent of Rs. 5,000 up to the end of March 1914 from the Local Board at Tezpore.

Currency of contract.—The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving twelve months' previous notice and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent over and above such value.

NOTE.—It has since been decided not to give notice of purchase to the Company on the 1st September 1909 and to defer purchase.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain rates and fares have been fixed.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Subsidy from District Board. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1901	20·10	4,87,240	83,840	16,898	3·47	5,000	21,898	4·49	80	79·84
1902	20·10	4,87,240	85,012	21,651	4·44	5,000	26,651	5·47	81	74·53
1903	20·10	4,87,240	94,742	27,739	5·69	5,000	32,739	6·71	91	70·72
1904	20·10	4,87,240	88,463	17,291	3·55	5,000	22,291	4·57	85	80·45
1905	20·10	4,87,240	1,03,380	27,082	5·56	5,000	32,082	6·58	99	73·80
1906	20·10	4,87,240	1,14,740	34,976	7·18	5,000	39,976	8·20	110	69·51
1907	20·10	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6·97	107	74·05
1908	20·10	4,87,240	88,990	20,972	4·30	5,000	25,972	5·33	86	76·43
1909	20·10	4,87,240	85,964	23 618	4·84	5,000	28,618	5·87	84	72·52
1910	20·10	4,87,240	94,015	25,945	5·32	5,000	30,945	6·35	90	72·40

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

Number $\frac{\text{Main head 36}}{\text{Sub head (a)}}$. AVADI-POONAMALLEE LIGHT RAILWAY (2′ 0″ gauge)—

This line, which is a mono-rail tramway, will be converted into a 2′ gauge double rail tramway between Avadi and Poonamallee in the district of Chingleput. It was sanctioned by an order under the Indian Tramways Act of 1886 contained in the Madras Government Notification No. 3-L., dated the 5th January 1909. The work of conversion has not yet commenced.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Avadi to Poonamallee (sanctioned on 5th January 1909, but work has not yet commenced) ...	...	6·50	6·50

Number $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$. DARJEELING-HIMALAYAN RAILWAY (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Siliguri to Kurseong	23-8-80	31·75	
Kurseong to Sonada	1-2-81	9·50	
Sonada to Ghum	4-4-81	5·87	
Ghum to Darjeeling	4-7-81	3·63	
Darjeeling to Darjeeling Bazar	16-6-85	0·25	
Total	.....	.....	51·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—*concld.*

Details of construction—

Permanent-way.—The section of the line in the plains is laid with 41¼-lb. flat-footed steel rails on wooden sleepers. The hill section was laid with 41¼-lb. flat-footed steel rails, these are being renewed with a special section steel rail, 41¼ lbs. to a yard.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri, where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Contract—

The railway is worked under the following contract :—

Contract of—8th April 1879 (between the Secretary of State and the late Mr. Franklin Prestage) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—Government undertake to pay the Company such a sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road were granted free of cost.

Currency of contract.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend-earning investment, with an additional bonus of 20 per cent over and above such value.

NOTE.—Government relinquished their right to determine the contract at the end of the 25th year and decided to allow the existing contract to continue for a further period of 10 years, *viz.*, to May 1919.

Power of Company to surrender contract.—Nil.

Terms of working.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1901 .	51·00	34,78,411	7,87,941	3,13,861	9·02	—49,971	2,63,890	7·59	297	60·17
1902 .	51·00	34,96,507	8,50,280	3,78,005	10·81	—67,704	3,10,301	8·87	321	55·54
1903 .	51·00	36,13,058	9,61,662	4,16,752	11·54	—79,226	3,37,526	9·34	363	56·65
1904 .	51·00	37,38,436	10,45,187	4,75,227	12·71	—97,200	3,78,027	10·11	394	54·53
1905 .	51·00	37,51,562	9,72,644	4,09,514	10·91	—77,621	3,31,893	8·85	367	57·90
1906 .	51·00	37,43,284	9,80,351	4,01,239	10·72	—75,126	3,26,113	8·71	370	59·07
1907 .	51·00	37,53,304	9,49,717	4,29,129	11·43	—83,471	3,45,658	9·21	358	54·81
1908 .	51·00	37,47,327	9,44,452	4,21,454	11·24	—66,162	3,55,292	9·48	356	55·32
1909 .	51·00	37,72,667	9,89,125	4,39,895	11·66	—88,395	3,51,500	9·31	373	55·52
1910 .	51·00	37,94,440	10,03,569	4,41,931	11·65	—90,653	3,51,278	9·26	378	55·96

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head } 38}{\text{Sub-head } (a)}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Foreign line over home line :—

Howrah-Sheakhala Light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Main line—			
Telkul Ghât (Howrah) to Dumjur	1-7-97	9·20	
Dumjur to Bargachia	2-10-97	5·87	
Bargachia to Maju	4-5-98	5·50	
Maju to Amta	1-6-98	6·62	
Total Main line	.....	.....	27·19
Champadanga branch—			
Bargachia to Jagatbalabpur	2-10-97	1·50	
Jagatbalabpur to Autpur	1-6-04	8·50	
Autpur to Champadanga	24-8-08	6·68	
Total Champadanga branch	.....	.....	16·68
TOTAL OPEN MILEAGE	.....	.....	43·87
LINE UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Autpur to Rajbulhat (sanctioned on 20th March 1902, but commencement of work not yet authorised).	.....	.....	3·50
GRAND TOTAL	.....	.....	47·37

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado. A portion of the line has been relaid with steel rails 30 lbs. to the yard.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Agreements—

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No. 111, dated the 26th March 1895, and No. 75-R., dated the 7th April 1902, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramways Company, Howrah-Amta).

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company).

The general conditions are as follows :—

Aid by the District Board.—As subsidy for payment of dividends the District Board has guaranteed to pay a sum sufficient to make the net earnings up to a sum which would enable the Company to pay a dividend of 4 per cent per annum or equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of a width of 6 feet along one side of the district road, granted to the Company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

Currency of agreements.—The District Board has the power of determining the agreements after 21 years from the date of the Government order sanctioning the construction of the railway, *viz.*, on the 26th March 1916. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1883 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend-earning investment, a bonus of 20 per cent over and above such value.

Terms of working.—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates,

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 38}}{\text{Sub-head (a)}}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1901 . .	28·69	12,19,841	2,60,535	1,14,087	9·35	—26,146	87,941	7·21	175	56·21
1902 . .	28·69	12,91,191	2,65,197	1,33,120	10·31	- 29,703	1,03,417	8·01	178	49·86
1903 . .	28·69	13,15,227	2,77,451	1,35,876	10·33	—30,921	1,04,955	7·98	186	51·13
1904 . .	37·19	16,16,304	2,97,790	1,55,718	9·63	—35,715	1,20,003	7·42	170	47·71
1905 .	37·19	16,41,552	3,28,722	1,79,429	10·93	—39,563	1,39,866	8·52	170	45·42
1906 . .	37·19	18,23,741	3,51,462	1,77,670	9·74	—38,681	1,38,989	7·62	182	49·45
1907 . .	37·19	18,83,829	3,70,554	2,03,338	10·79	—40,536	1,62,802	8·64	192	44·13
1908 . .	43·87	21,57,189	3,98,131	1,96,412	9·10	—38,678	1,57,734	7·31	193	50·67
1909 . .	43·87	21,80.794	4.37,024	2,10,668	9·66	—40,935	1,69,733	7·78	191	51·79
1910 . .	43·87	22,24,279	4,83,490	2,15,230	9·67	—45,732	1,69,498	7·62	212	55·48

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

Number $\frac{\text{Main head 39}}{\text{Sub-head (a)}}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Home line over foreign line :—

Telkul Ghât to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
Kadamtala to Chanditala	2-8-97	8·88	
Chanditala to Kistrampur	10-9-97	3·75	
Kistrampur to Sheakhala	7-11-97	4·75	
Total Main line	...	...	17·38
Janai branch—			
Chanditala to Janai	5-5-98	2·37	2·37
Grand Total	...	...	19·75

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers of pynkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Agreements—

The Howrah-Sheakhala Light railway is worked on the terms contained in the Bengal Government Notification No. 112, dated the 26th March 1895, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramways Company).

The general conditions are as follows :—

Aid by the District Board.—The District Board of Hooghly have guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. The free use of a width of 6 feet along one side of the district road has been granted to the Company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

Currency of agreements.—The District Board has the power of determining the agreement after 21 years from the date of the Government order sanctioning the construction of the line, *viz.*, on the 26th March 1916. In the event of the District Boards exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted a bonus of 15 per cent over and above such value.

Terms of working.—Whenever the net earnings of the Company are in excess of 4 per cent upon the capital of the Company actually paid up and expended for the time being, surplus profits are divided between the Company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 39}}{\text{Sub-head (a)}}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Agreements—*concld.*

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1901 . . .	19·75	6,16,380	75,579	23,165	3·76	1,108	24,273	3·94	67	69·35
1902 . . .	19·75	6,16,373	82,019	31,739	5·15	—550	31,189	5·06	73	61·30
1903 . . .	19·75	6,22,091	87,049	33,387	5·37	—1,037	32,350	5·20	77	61·65
1904 . . .	19·75	6,17,198	86,257	39,139	6·34	—2,747	36,392	5·90	76	54·63
1905 . . .	19·75	6,19,894	88,266	38,128	6·15	—2,419	35,709	5·76	78	56·80
1906 . . .	19·75	6,23,896	90,595	37,047	5·94	—2,548	34,499	5·53	80	59·11
1907 . . .	19·75	6,24,966	95,232	39,226	6·28	—2,728	36,498	5·84	84	58·81
1908 . . .	19·75	6,33,299	1,01,052	34,303	5·42	—2,987	31,316	4·94	89	66·05
1909 . . .	19·75	6,50,458	1,07,476	38,522	5·92	—3,595	34,927	5·37	104	64·16
1910 . . .	19·75	6,56,173	1,19,792	63,350	9·65	—5,032	58,318	8·88	116	47·11

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

Number $\frac{\text{Main head 40}}{\text{Sub-head (a)}}$. **JAGADHRI LIGHT RAILWAY** (2′ 0″ gauge)—

Construction of this railway, under the Indian Tramways Act of 1886, was sanctioned by the Punjab Government under their Notification No. 754, dated the 15th December 1909.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Jagadhri station to Jagadhri city (sanctioned on 15th December 1909)	...	3·31	3·31

Number $\frac{\text{Main head 41}}{\text{Sub-head (a)}}$. **JORHAT PROVINCIAL STATE RAILWAY** (2′ 0″ gauge)—

The line was constructed out of Provincial revenues by the Administration of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat.

Progress in opening—

Sections of railway.	Date of opening.	Mileage.	Total.
Main line—		Miles.	Miles.
Gosaigaon to Jorhat	15-12-84	7·00	
Jorhat to Dhali river	15-12-84	9·50	
Dhali river to Titabar	16-7-87	1·75	
Extension of line from Gosaigaon to Borghop (cold weather line)	22-10-01	4·75	
Total Main line .	...	...	23·00
Mariani branch—			
Chenimara Junction to Mariani	7-1-85	...	7·00
GRAND TOTAL .	...	...	30·00

APPENDIX 9—*concld.*

History of railways constructed and in progress.

[For Index see page 75.]

Number $\frac{\text{Main head 41}}{\text{Sub-head (a)}}$. JORHAT PROVINCIAL STATE RAILWAY (2′ 0″ gauge)—*concld.*

Details of construction—

Permanent-way.—Excepting 2·51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails 30 lbs. to the yard, and about a mile between Jorhat and Chenimara, which is laid with steel rails, 25 lbs. to the yard, the rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—Four miles on a gradient of 1 in 800.

Contract—

Nil. The line is owned and worked by the State.

Statistics of working—

TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901	30·25	9,01,038	83,184	—4,174	...	36,248	—40,422	56	105·01
1902	30·00	8,95,693	86,641	—3,655	...	36,237	—39,892	57	104·22
1903	30·25	9,03,343	90,710	13,594	1·50	36,408	—22,814	58	85·01
1904	30·25	9,03,781	74,293	—3,840	...	36,260	—40,100	47	105·17
1905	30·25	9,08,441	78,600	2,458	0·27	36,480	—34,022	48	96·87
1906	31·75	9,09,185	92,540	12,995	1·43	32,515	—19,520	59	85·96
1907	31·75	9,29,798	91,667	523	0·06	31,723	—31,200	55	99·43
1908	31·75	9,29,930	1,01,098	11,258	1·21	31,681	—20,423	62	88·86
1909	31·65	9,52,583	99,533	11,283	1·18	31,748	—20,465	60	88·66
1910	30·00	9,68,204	95,976	7,529	0·78	31,959	—24,430	59	92·16

N.B.—Statistics for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.

Number $\frac{\text{Main head 42}}{\text{Sub-head (a)}}$. PIPAR ROAD-BHAVI LIGHT RAILWAY (2′ 0″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
		Miles.	Miles.
Pipar Road to Bhavi	25-11-10	19·00	19·00

Details of construction—

Permanent-way—The permanent-way consists of 24-lbs. steel rails and deodar and sal sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 478 feet.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Nil.—The line is owned and worked by the Jodhpur Durbar.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of the year	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs	
1910	19·00	1,95,767	1,732	632	0·32	17	63·51

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.		2 (a) Twist and yarn, European.		2 (b) Twist and yarn, Indian.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*)	Bengal-Nagpur	359	7,490	2,282,919	62,22,818	16,787	2,11,214	3,840	23,599	17,943	2,15,832
2	(*a*) (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India	656	14,224	184,310	3,38,082	225,267	24,26,222	619	13,473	16,131	2,24,518
3	...	Eastern Bengal State	2,197	27,208	912,506	8,13,447	3,450	16,445	736	6,716	4,802	42,743
4	...	East Indian	3,423	96,504	7,809,692	2,42,58,938	61,250	5,81,304	1,109	31,272	15,765	1,55,810
5	...	Great Indian Peninsula	2,075	74,323	566,645	18,74,506	370,163	35,93,858	12,443	2,23,522	19,057	2,36,218
6	...	Madras and Southern Mahratta	937	14,714	180,476	10,48,331	133,321	14,55,062	9,082	96,143	18,779	2,17,407
7	(*a*) & (*b*)	Nizam's Guaranteed State	134	2,082	391,945	12,32,012	7,328	46,178	3,165	32,969	2,440	32,032
8	(*a*) to (*k*)	North Western State	4,871	1,25,046	385,603	8,06,300	134,421	17,36,870	1,558	28,771	7,361	1,35,930
9	(*a*) & (*b*)	Oudh and Rohilkhand State	2,352	26,837	114,729	3,04,590	23,671	1,10,899	1,818	17,050	6,909	63,165
10	...	South Indian	233	5,870	28,953	53,729	44,795	2,97,090	3,380	37,892	14,830	1,50,354
		3′ 3½″ gauge.										
11	...	Assam-Bengal	315	3,873	57,571	1,95,759	3,146	27,601	357	2,134	714	4,958
12	...	Bengal and North-Western	976	15,089	112,603	2,02,906	2,518	17,362	153	1,920	5,336	69,723
13	...	Bengal Dooars	110	979	21,401	92,092	3	27	18	92	67	292
14	...	Bhavnagar-Gondal-Junagad-Porbandar	470	4,167	10,165	14,837	41,778	2,03,609	40	403	1,435	11,196
15	(*a*) & (*b*)	Burma	831	12,090	9,866	59,858	3,457	10,884	1,905	33,178	1,717	35,387
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	576,742	5,63,656	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley	110	2,067	13,105	53,888	38,419	4,70,366	559	9,643	945	17,426
18	(*a*) to (*d*)	Jodhpur-Bikaner	465	5,410	14,579	14,833	28,090	98,134	13	101	1,269	9,643
19	...	Morvi	16	114	1,137	927	4,833	27,604	6	35	61	328
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	856	18,267	217,006	3,41,996	138,140	14,06,108	491	7,411	17,993	3,10,683
20	(*a*) & (*b*)	Rohilkund and Kumaon	408	3,355	4,733	4,626	2,763	8,180	289	1,297	2,367	10,879
21	...	Udaipur-Chitorgarh	8	60	376	873	5,698	23,543	...	2	51	437
		2′ 6″ gauge.										
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	24	127	2,067	3,452	16,969	53,287	88	389	343	953
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	...	1	815	2,191	4,457	4,288	75	243	1	2
30	...	Dholpur-Bari	4	10	279	199	1,461	3,693	...	...	19	56
1	(*d*)	Mourbhanj	1	3	...	...	1	3	..	...	...	...
1	(*e*)	Parlakimedi Light	1	1	14	4	1	2	1	1	203	196
20	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...
33	...	Shahdara (Delhi)-Saharanpur Light	15	91	589	659	286	1,057	...	1	16	88
34	...	Tarakeshwar-Magra Light	...	...	456	462	...	...	8	17	1	2
35	...	Tezpore-Balipara Light	...	...	4,300	11,287	...	...	...	...	...	...
		2′ 0″ gauge.										
37	...	Darjeeling-Himalayan	173	4,876	2,589	23,396	3	74	1	38	102	3,012
38	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheakhala Light	...	...	...	...	..	...	...	...	...	...
41	...	Jorhat Provincial State	...	...	...	...	...	...	...	...	...	...
42	...	Pipar Road-Bhavi Light	...	...	...	...	...	..	...	...	...	...
		Total 1910	22,020	4,64,878	13,908,171	3,85,41,284	1,312,476	1,78,40,964	41,724	5,68,917	156,722	10,40,259
		Total 1909	18,985	4,17,664	12,157,729	3,30,86,233	1,188,045	1,67,13,057	41,810	5,79,914	170,156	21,22,632
		Increase	3,035	47,214	1,750,442	54,55,051	124,431	11,27,907	...	...	...	...
		Decrease	...	...	...	...	...	...	86	10,997	13,434	1,73,373

DIX 10.

earnings therefrom during the calendar year 1910.

and is therefore not the same as the total production.]

III.								IV.		V.								Number.
COTTON.										DRUGS.								
Manufactured.						Total.		Chemicals, excepting saltpetre.		1. Intoxicating other than opium.		2. Non-intoxicating.				Total.		Main head.
(c) Piece-goods, European.		(d) Piece-goods, Indian.		(e) Others.								(a) Medicinal preparations.		(b) Others.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity	Earnings.	Quantity.	Earnings.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
8,607	1,06,819	10,784	1,60,908	455	6,272	58,416	7,24,644	753	11,065	28	584	...	...	1,211	16,034	1,239	16,618	1
16,073	3,49,684	20,705	2,85,971	1,223	23,933	280,018	33,33,801	1,822	30,223	20	639	204	5,266	1,720	29,636	1,944	35,541	2
26,884	3,01,086	5,085	40,929	...	...	40,957	4,07,919	2,616	24,666	...	7	283	4,699	1,753	27,034	2,041	31,740	3
61,197	14,98,659	11,054	1,77,979	1,037	53,199	152,012	24,98,223	7,445	1,20,210	85	1,668	848	31,998	2,211	38,365	3,144	72,031	4
53,368	18,25,241	26,199	4,86,331	1,804	45,059	483,034	1,14,10,232	2,346	57,198	123	4,835	399	12,720	2,280	50,032	2,802	67,587	5
13,915	1,93,234	13,240	1,97,894	1,126	15,494	189,443	21,80,234	4,175	36,485	1	9	396	8,961	2,854	31,945	3,251	40,915	6
2,365	32,806	1,553	22,314	69	1,087	16,920	1,67,386	151	2,229	21	308	80	1,323	584	5,712	685	7,343	7
26,727	7,31,509	34,953	7,66,657	1,565	31,244	206,585	34,30,981	4,927	89,635	289	5,508	872	27,064	8,987	1,42,788	10,148	1,75,360	8
11,912	95,819	6,689	59,645	1,143	10,539	52,203	3,57,717	2,648	25,520	88	2,287	289	5,086	890	7,659	1,207	15,032	9
10,216	1,50,003	6,522	80,235	1,385	15,756	81,128	7,31,330	1,971	21,049	322	2,690	419	11,753	4,937	37,273	5,678	51,716	10
2,911	31,994	1,126	8,652	39	507	8,293	75,846	283	2,862	...	...	157	2,525	445	3,060	602	5,585	11
20,761	2,04,335	6,544	61,398	716	6,302	36,028	3,61,039	8,328	33,132	106	1,586	134	2,149	3,759	25,302	3,999	29,037	12
676	5,851	52	460	...	...	816	6,722	754	9,915	...	...	28	426	9	85	37	511	13
915	8,536	1,685	14,424	2	29	45,855	2,38,202	75	703	3	37	62	565	120	666	185	1,268	14
8,044	1,20,795	1,041	12,473	393	5,213	16,557	2,17,930	102	1,710	...	1	274	6,241	432	5,499	706	11,741	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	227	2,350	227	2,350	...	...	...	...	...	...	220	2,096	220	2,096	17
1,080	17,117	1,308	19,343	3	25	42,314	5,33,920	12	148	5	115	24	302	31	382	60	799	7
2,946	26,608	4,423	29,985	99	1,079	36,740	1,65,550	433	2,997	5	54	41	476	732	6,132	778	6,662	18
16	97	281	1,572	23	141	5,220	29,777	31	228	1	6	21	294	8	45	30	345	19
17,395	2,65,936	23,937	4,79,301	1,170	23,480	190,121	24,92,919	669	9,644	45	1,275	43	691	2,291	43,451	2,379	45,417	2
1,750	9,158	1,962	12,292	82	622	9,213	42,429	1,598	11,158	77	382	36	263	563	4,693	676	5,338	20
299	2,755	380	3,580	21	136	6,449	30,453	...	4	...	4	...	...	43	307	43	311	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
341	1,554	518	2,015	6	10	18,265	58,217	29	101	...	...	2	10	58	210	60	220	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
179	602	2	5	...	...	4,714	5,140	1	3	...	...	2	5	...	...	2	5	28
30	87	41	124	...	...	1,551	3,960	...	...	...	...	...	...	...	...	...	...	30
39	110	63	182	1	4	104	299	2	8	7	18	...	...	10	30	17	48	1
12	14	21	34	4	5	242	242	7	10	...	...	...	...	8	10	8	10	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
670	4,280	48	198	...	4	1,020	5,628	63	175	...	...	2	12	21	54	23	66	33
37	78	1	2	...	...	47	99	1	2	...	...	2	7	...	...	2	7	34
...	...	...	...	17	127	17	127	...	...	...	...	...	...	17	81	17	81	35
321	9,012	123	3,613	20	510	570	16,259	24	558	...	...	86	1,685	22	707	108	2,392	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
289,586	59,98,783	180,340	29,29,516	13,230	2,43,136	1,994,078	2,95,20,575	41,271	4,91,638	1,226	22,013	4,709	1,24,521	36,216	4,79,288	42,151	6,25,822	
264,716	54,41,651	172,259	27,65,192	15,553	2,50,371	1,852,539	2,78,72,817	31,502	4,37,442	970	20,447	5,391	1,31,535	47,443	5,53,719	53,804	7,05,701	
24,870	5,57,132	8,081	1,63,324	...	...	141,539	16,56,758	9,709	54,196	256	1,566	...	...	...	...	...	...	
...	...	...	...	23	7,235	...	...	...	...	...	...	682	7,014	11,227	74,431	11,653	79,879	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	VI															
			Dyes and Tans.															
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.		(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.																
1	(a) to (e) & (f) & (g)	Bengal-Nagpur	Tons. 33	Rs. 505	Tons. 765	Rs. 7,230	Tons. 65	Rs. 1,897	Tons. 49,913	Rs. 3,70,138	Tons. 1,254	Rs. 2,757	Tons. 8,555	Rs. 78,897	Tons. 774	Rs. 10,201	Tons. 61,439	Rs. 4,80,630
2	(a), (e) to (g) & (o) & (p)	Bombay, Baroda and Central India.	1,688	29,698	297	2,008	43	982	126	1,436	819	4,834	2,335	39,113	2,685	45,437	7,993	1,23,508
3	...	Eastern Bengal State	...	...	363	3,439	52	868	...	...	...	...	5,201	34,179	279	4,028	5,985	42,514
4	...	East Indian	629	13,388	1,341	15,493	630	13,231	6,091	33,180	3,790	7,376	6,392	93,180	6,054	62,930	24,977	2,39,787
5	...	Great Indian Peninsula	2,625	60,606	1,272	30,475	166	4,255	43,319	2,93,174	12,145	62,148	13,417	2,18,376	3,210	39,262	76,654	7,22,296
6	...	Madras and Southern Mahratta.	781	10,352	82	856	786	10,806	12,273	58,022	30,272	1,86,792	20,901	1,24,703	1,261	14,796	66,356	4,06,417
7	(a) & (b)	Nizam's Guaranteed State.	290	3,247	87	820	7	86	204	1,362	5,442	30,016	2,162	18,130	207	2,322	8,399	56,013
8	(a) to (k)	North Western State	379	11,747	78	709	1,054	26,656	371	5,325	2,378	9,109	4,311	56,366	9,182	1,20,118	17,753	2,30,030
9	(a) & (b)	Oudh and Rohilkhand State.	187	1,751	376	2,726	81	950	225	1,310	461	1,252	2,112	20,884	686	6,118	4,128	34,991
10	...	South Indian	622	7,005	201	1,736	224	2,114	1,663	8,950	9,036	40,708	4,478	31,539	1,012	16,267	17,236	1,08,328
		3′ 3½″ gauge.																
11	...	Assam-Bengal	...	...	38	244	...	...	2	4	37	122	187	2,222	24	301	288	2,993
12	...	Bengal and North-Western.	240	2,598	1,428	17,875	758	6,599	173	1,442	633	1,534	3,689	31,287	1,100	10,049	8,021	71,384
13	...	Bengal Dooars	...	...	2	11	...	...	...	...	...	...	41	253	20	239	63	503
14	...	Bhavnagar Gondal-Junagad-Porbandar.	105	653	13	70	...	26	68	322	7	35	208	1,157	289	1,339	690	3,602
15	(a) & (b)	Burma	...	1	2,250	26,144	...	4	126	1,104	308	2,744	2,040	15,585	124	1,367	4,848	46,949
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	(c)	Hyderabad-Godavari Valley.	1	28	97	1,322	21	355	6	52	342	1,103	406	5,492	86	1,065	959	9,422
18	(a) to (d)	Jodhpur-Bikaner	115	891	12	111	58	811	42	196	1,845	11,090	315	2,175	3,253	11,100	5,640	26,374
19	...	Morvi	8	25	...	...	1	7	2	5	39	113	12	63	35	155	97	368
2	(b) & (h) to (n)	Rajputana-Malwa	1,424	28,021	259	2,756	118	2,925	291	2,704	1,931	11,687	2,927	32,215	3,663	44,617	10,613	1,24,925
20	(a) & (b)	Rohilkund and Kumaon.	8	47	642	3,608	6	21	24	113	378	453	623	3,266	208	1,324	1,889	8,832
21	...	Udaipur-Chitorgarh	21	148	2	12	2	23	4	22	2	7	107	969	23	135	161	1,316
		2′ 6″ gauge.																
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	18	69	55	161	1	2	13	42	31	96	565	1,600	141	511	824	2,481
26	...	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	...	...	...	...	...	...	8	20	...	...	14	38	36	91	58	149
30	...	Dholpur-Bari	...	...	...	...	...	...	...	...	1	1	1	11	1	2	6	14
1	(d)	Mourbhanj	...	...	...	...	2	6	...	...	612	1,221	1	2	21	53	636	1,282
1	(e)	Parlakimedi Light	...	...	2	2	...	...	27	25	167	135	84	70	...	...	280	232
20	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	...	Shahdara (Delhi)-Saharanpur Light.	...	...	1	3	...	1	1	4	4	20	58	306	...	...	64	334
34	...	Tarakeshwar-Magra Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
37	...	Darjeeling-Himalayan	...	...	8	164	...	4	...	...	...	...	3	71	47	1,075	58	1,314
38	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat Provincial State	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
42	...	Pipar Road-Bhavi Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1910	9,174	1,79,780	9,671	1,17,994	4,135	72,629	115,552	7,92,961	71,934	3,75,388	81,238	8,12,244	34,421	3,95,992	326,125	27,46,978
		Total 1909	9,496	1,89,288	8,959	97,636	4,764	77,848	71,215	4,87,318	83,364	4,23,555	86,242	8,67,087	31,764	3,39,228	295,804	24,81,960
		Increase	...	...	712	20,348	...	...	44,337	3,05,643	...	...	...	...	2,657	56,764	30,321	2,65,018
		Decrease	322	9,508	...	...	629	5,219	...	...	11,430	48,167	5,004	54,843	...	...	...	...

DIX 10—*contd.*

earnings therefrom during the calendar year 1910.

and is therefore not the same as the total production.]

VII.						VIII.		IX.—(*Continued on following page.*)								Number.
Fodder.								Grain and Pulse.								
(1) Oil-cake.		(2) Hay, straw and grass.		Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.		(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
7,907	32,929	7,628	39,741	15,535	72,670	14,419	1,19,463	84,277	5,45,224	1,129	5,148	60,947	1,68,990	250,453	16,78,117	1
9,308	61,209	69,620	4,21,009	78,928	4,82,218	28,436	1,34,231	156,111	8,67,481	44,041	2,04,965	21,158	73,484	70,553	4,72,166	2
15,280	36,411	28,065	59,535	43,345	95,946	27,434	1,17,785	108,368	3,28,749	...	...	141,913	4,64,994	169,881	4,39,687	3
50,057	2,52,537	20,264	75,688	70,321	3,28,225	13,281	1,24,622	246,449	15,19,173	17,183	62,793	40,019	1,14,375	327,641	20,17,887	4
15,253	1,01,613	41,470	2,22,566	56,723	3,24,179	36,629	3,07,790	241,539	25,08,939	152,601	13,83,470	3,660	12,339	115,924	8,10,603	5
18,665	85,302	14,232	89,065	32,897	1,74,367	53,217	3,54,927	190,621	13,41,408	81,509	5,91,465	71,389	3,22,383	278,069	16,63,004	6
2,198	13,369	5,841	23,630	8,039	36,999	3,206	25,044	19,662	97,242	28,884	1,69,971	891	5,605	38,964	2,80,939	7
21,617	66,219	58,130	2,39,788	79,747	3,06,007	45,578	3,51,098	327,757	21,49,355	122,093	7,19,617	36,855	1,19,155	188,786	13,43,002	8
6,830	26,443	6,198	19,445	13,028	45,888	15,681	73,371	85,691	3,21,926	21,202	96,052	3,662	15,018	43,272	2,38,038	9
27,175	1,33,306	2,562	9,463	29,737	1,42,769	71,183	4,41,198	110,256	5,03,406	13,304	54,481	170,701	6,25,626	185,475	7,67,006	10
4,298	17,695	1,251	6,585	5,549	24,280	2,600	15,933	9,312	52,312	1	6	21,050	67,586	34,698	1,93,083	11
9,290	26,963	7,975	34,762	17,265	61,725	54,224	1,48,244	101,134	3,84,586	3,069	13,012	68,097	2,44,858	243,274	11,21,319	12
810	6,052	272	1,946	1,082	7,998	83	667	5,548	15,046	...	...	2,972	6,001	5,087	15,527	13
1,175	6,584	1,535	5,663	2,710	12,247	1,358	8,606	6,610	23,192	14,809	54,502	877	2,008	15,655	59,010	14
2,078	13,572	766	2,864	2,844	16,436	36,212	2,55,883	29,449	2,08,461	3,779	37,859	831,530	40,97,444	154,888	7,36,137	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	2,011	11,006	...	...	...	...	19,707	79,709	17
1,740	7,022	1,402	4,927	3,142	11,949	456	3,018	17,908	1,32,151	19,747	1,50,384	186	177	12,861	72,047	7
188	742	3,235	8,430	3,423	9,172	3,241	14,582	51,795	1,97,222	14,094	66,418	1,409	4,049	23,324	1,09,826	18
27	92	164	733	191	825	603	2,818	1,925	5,957	1,260	3,844	343	839	324	832	19
7,223	29,435	9,389	39,066	16,612	68,501	29,848	2,15,219	184,873	12,90,191	68,089	5,37,347	4,048	15,460	61,605	3,64,354	2
490	1,531	7,771	9,796	8,261	11,327	5,049	34,790	36,255	87,658	7,554	21,949	6,047	16,574	10,997	27,144	20
5	17	200	646	205	663	124	683	1,139	4,853	13	57	...	1	800	3,065	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
17	49	15	33	32	82	111	324	5,427	13,232	5,445	13,504	549	1,418	2,229	6,474	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	33	67	599	1,474	993	2,058	5	8	1,170	3,147	28
44	75	65	160	109	235	15	35	305	638	130	222	...	...	249	439	30
2	7	55	160	57	167	66	194	...	...	94	261	...	...	145	305	1
4	4	13	13	17	17	55	43	856	719	...	1	472	344	96	75	1
...	...	...	...	...	...	...	...	328	504	...	...	...	...	...	...	20
1,793	3,957	4	10	1,797	3,967	89	394	5,966	14,434	1,766	4,192	1,572	3,997	842	2,144	33
1,250	1,390	33	38	1,283	1,428	1,850	1,996	10	14	...	...	974	1,240	129	364	34
564	1,724	...	50	564	1,774	...	...	245	1,219	...	...	...	...	158	871	35
31	331	7	65	38	416	41	909	1,188	11,806	...	10	51	375	11,090	1,28,119	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
205,319	9,26,580	288,162	13,15,897	493,481	22,42,477	445,122	27,53,934	2,033,614	1,26,39,638	622,789	41,93,588	1,491,377	63,84,368	2,269,346	1,26,34,440	
204,600	9,01,783	305,934	13,98,236	510,534	23,00,019	379,828	23,83,362	1,746,139	1,06,01,555	1,029,757	62,33,682	1,574,366	68,86,573	2,358,433	1,34,84,949	
719	24,797	...	...	...	...	65,294	3,70,572	287,475	20,38,083	...	...	...	...	...	...	
...	...	17,772	82,339	17,053	57,542	...	...	...	...	406,968	20,40,094	82,989	5,02,505	89,087	8,50,509	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	IX—*concluded.*								HIDES	
			GRAIN AND PULSE—*concld.*								HIDES	
			(5) Wheat.		(6) Wheat flour.		(7) Others.		Total.		(a) Dressed or tanned.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e), & (f) & (g)	Bengal-Nagpur	83,707	7,33,249	6,851	45,947	2,430	12,625	489,794	31,89,300	...	...
2	(a), (c) to (g) & (o) & (p)	Bombay, Baroda and Central India	118,153	6,58,318	8,050	51,624	18,454	96,075	436,520	24,24,113	123	472
3	...	Eastern Bengal State	5,470	20,957	13,007	86,499	6,387	22,869	445,026	13,63,745	...	...
4	...	East Indian	349,030	19,89,191	40,009	2,87,003	54,767	2,21,991	1,075,098	62,12,413	664	6,511
5	...	Great Indian Peninsula	184,138	18,28,221	19,909	1,33,319	20,884	1,63,431	738,655	68,40,222	11	224
6	...	Madras and Southern Mahratta	14,277	1,08,259	8,560	87,742	29,059	2,16,088	674,484	43,30,349	682	5,483
7	(a) & (b)	Nizam's Guaranteed State	4,593	28,731	2,143	11,670	628	3,319	95,765	5,97,567	...	2
8	(a) to (k)	North-Western State	1,146,061	1,48,73,895	73,486	2,81,167	59,427	2,98,405	1,954,465	1,97,84,596	177	1,167
9	(a) & (b)	Oudh and Rohilkhand State	230,488	11,66,926	18,706	99,288	58,599	2,49,586	461,600	21,86,834	2	12
10	...	South Indian	1,747	14,366	4,788	33,257	24,689	1,17,522	510,960	21,15,724	762	7,896
		3′ 3½″ gauge.										
11	...	Assam-Bengal	72	448	1,761	13,927	104	488	66,998	3,27,850	...	...
12	...	Bengal and North-Western	92,196	5,11,915	4,430	26,966	123,215	4,66,539	635,415	27,69,195	...	...
13	...	Bengal Dooars	1	4	854	4,852	3	8	14,465	41,438	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar	19,684	76,779	310	1,460	11,503	51,184	69,447	2,68,135	...	...
15	(a) & (b)	Burma	1,493	4,346	5,882	44,766	17,372	84,094	1,044,393	52,13,107	26	223
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	556	3,782	22,274	94,497	...	...
7	(c)	Hyderabad-Godavari Valley	4,964	44,007	455	3,284	1,239	9,322	57,360	4,11,372	1	8
18	(a) to (d)	Jodhpur-Bikaner	51,792	2,11,934	2,614	11,253	15,078	70,370	160,106	6,71,072	...	1
19	...	Morvi	6,464	20,797	111	408	374	1,013	10,801	33,690	...	1
2	(b) & (k) to (n)	Rajputana-Malwa	183,188	11,88,007	10,589	71,139	71,025	4,35,627	583,417	39,02,125	105	336
20	(a) & (b)	Rohilkund and Kumaon	64,531	1,33,702	2,187	7,047	36,706	1,23,808	164,277	4,17,882	...	...
21	...	Udaipur-Chitorgarh	2,230	6,145	74	344	879	2,704	5,135	17,169	...	...
		2′ 6″ gauge.										
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	1,141	2,692	43	123	250	628	15,084	38,101	...	...
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	889	2,227	39	103	73	186	3,768	9,203	1	3
30	...	Dholpur-Bari	402	696	14	32	127	274	1,227	2,301	...	...
1	(d)	Mourbhanj	1,923	3,490	3	7	43	113	2,209	4,176	...	...
1	(e)	Parlakimedi Light	24	21	5	8	64	50	1,517	1,218	...	...
20	(c)	Powayan Light	2,161	2,872	...	...	2,437	3,657	4,926	7,033	...	...
33	...	Shahdara (Delhi)-Saharanpur Light	13,742	33,582	293	624	2,862	6,422	27,043	65,395	...	1
34	...	Tarakeshwar-Magra Light	...	...	63	80	7	9	1,183	1,707	...	...
35	...	Tezpore-Balipara Light	...	...	...	...	...	...	403	2,090	...	...
		2′ 0″ gauge.										
37	...	Darjeeling-Himalayan	1	32	1,256	20,626	413	6,195	13,999	1,67,163	...	...
38	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat Provincial State	...	...	...	...	...	...	...	...	...	...
42	...	Pipar Road-Bhavi Light	...	...	...	...	...	...	...	...	...	...
		Total 1910	2,584,542	2,36,65,809	226,492	13,24,555	559,653	26,68,384	9,787,813	6,35,10,782	2,554	22,340
		Total 1909	2,158,961	1,88,57,938	207,937	12,16,196	725,713	36,61,264	9,801,309	6,09,42,457	2,285	25,490
		Increase	425,578	48,07,871	18,555	1,08,359	...	...	...	25,68,325	269	...
		Decrease	...	...	...	...	166,060	9,92,880	13,496	...	...	3,150

DIX 10—*contd.*

earnings therefrom during the calendar year 1910.

and is therefore not the same as the total production.]

X.								XI.		XII.		XIII.						NUMBER.
AND SKINS.												JUTE.						
(1) OF CATTLE.		(2) SKINS OF SHEEP, ETC.				TOTAL.		Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.		(2) Gunny bags and cloth.		TOTAL.		
(b) Raw.		(a) Dressed or tanned.		(b) Raw.														
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
8,705	79,512	...	...	2,362	15,708	11,067	95,220	546	5,064	10,549	72,626	25,827	44,894	23,262	2,33,607	49,089	2,78,501	1
1,521	15,056	12	342	2,447	26,979	4,103	42,849	160	2,244	1,387	14,979	142	1,286	15,609	1,16,998	15,751	1,18,284	2
21,835	1,66,259	...	...	2,906	18,304	24,741	1,84,563	75	353	24,202	30,842	923,922	58,47,864	33,671	1,27,838	9,57,593	59,75,702	3
25,817	3,71,738	10	151	14,673	1,87,341	41,164	5,65,741	875	9,415	38,996	2,78,717	78,714	2,11,176	65,044	9,29,440	143,758	11,40,616	4
4,422	68,796	5	88	14,496	1,98,478	18,934	2,67,586	1,854	24,851	8,239	90,601	268	3,861	33,335	3,30,891	33,603	3,34,752	5
6,628	65,224	1,719	21,506	31,203	3,17,175	40,232	4,06,388	1,224	10,811	5,367	22,570	1,555	8,244	23,764	1,97,204	25,319	2,05,448	6
806	6,710	...	2	2,582	23,384	3,388	30,098	576	4,398	633	6,664	6	85	2,663	22,672	2,669	22,757	7
12,322	1,45,681	130	1,631	15,596	1,53,130	28,225	3,01,609	478	4,419	574	5,512	328	1,861	52,155	4,36,431	52,483	4,38,292	8
6,363	44,011	1	13	4,470	18,309	10,836	62,345	765	4,637	12,145	60,707	349	2,000	13,589	79,432	13,938	81,432	9
4,114	35,249	1,803	28,075	9,859	66,503	16,538	1,37,723	297	3,106	7,037	58,204	74	370	16,246	95,720	16,320	96,090	10
1,119	10,926	...	...	17	166	1,136	11,092	9	99	1,330	5,846	77,208	1,91,038	1,185	7,200	78,393	1,98,238	11
8,785	61,917	3	24	3,200	20,714	11,988	82,655	133	978	11,333	76,878	5,369	25,170	19,297	1,18,258	24,666	1,43,428	12
316	2,077	...	...	19	96	335	2,173	2	16	...	...	15,320	44,327	318	1,530	15,638	45,857	13
139	990	1	6	482	4,312	622	5,308	14	47	...	...	...	...	1,937	8,220	1,937	8,220	14
5,484	51,453	6	43	83	867	5,599	52,586	228	2,875	...	...	27	327	20,800	85,770	20,827	86,097	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
354	3,523	...	...	722	7,262	1,077	10,793	58	958	58	482	...	1	3,007	27,747	3,007	27,748	7
1,064	11,682	2	10	961	8,710	2,027	20,401	11	89	113	622	10	53	4,083	14,438	4,093	14,491	18
32	162	3	14	53	335	93	512	5	29	1	4	2	10	192	749	194	759	19
3,120	38,578	28	332	4,229	47,768	7,482	87,014	75	466	2,984	13,431	494	4,320	17,908	1,13,691	18,402	1,18,011	2
1,141	5,530	...	...	378	1,750	1,519	7,280	139	525	3,171	10,361	11	46	3,734	11,884	3,745	11,930	20
27	112	...	...	197	1,081	224	1,193	...	3	11	31	2	15	252	994	254	1,009	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
33	120	...	...	228	607	261	727	9	29	31	137	...	...	1,477	4,260	1,477	4,260	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	26
3	8	...	...	...	...	4	11	...	...	54	170	3	7	110	266	113	273	28
11	30	...	...	2	3	13	33	...	...	...	...	...	...	68	152	68	152	30
13	39	...	...	4	13	17	52	...	4	1	4	...	1	...	...	...	1	1
224	211	...	...	88	77	312	288	21	22	...	...	...	...	55	64	55	64	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
267	1,941	...	...	18	88	285	1,930	3	7	87	280	45	162	601	1,893	646	2,055	33
16	23	...	...	3	5	19	28	...	...	...	...	449	944	9	21	458	965	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
263	3,329	...	...	4	60	267	3,389	10	208	...	...	2	49	143	1,936	145	1,985	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
114,914	11,90,785	3,723	52,237	111,287	11,19,225	232,508	23,84,587	7,567	75,633	128,303	7,49,668	1,130,127	63,88,111	351,514	29,69,306	1,484,641	93,57,417	
103,262	10,86,582	3,305	43,527	112,068	11,28,407	220,920	22,84,006	6,317	68,870	111,749	6,60,124	1,182,651	69,64,170	305,981	25,21,452	1,488,632	94,85,622	
11,682	1,04,203	418	8,710	...	...	11,588	1,00,581	1,250	16,763	16,554	89,544	...	...	48,533	4,47,854	...	...	
...	...	...	...	781	9,182	...	...	...	...	...	...	52,524	5,76,059	...	...	3,991	1,28,205	

APPEN

Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XIV.		XV.									
			Lac.		LEATHER.									
					(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c) & (f) & (g).	Bengal-Nagpur	20,938	2,24,580	999	10,551	...	...	999	10,551	628	3,572	2,858	23,553
2	(a), (c) to (g) & (o) & (p).	Bombay, Baroda and Central India	200	1,249	1,936	17,780	589	13,841	2,525	31,621	649	8,252	6,672	48,297
3	...	Eastern Bengal State	1,802	12,852	35	220	10	57	45	277	295	3,481	2,088	23,347
4	..	East Indian	35,396	5,17,272	1,225	44,542	471	9,026	1,696	53,568	5,493	60,095	4,719	84,630
5	...	Great Indian Peninsula	1,369	14,061	1,175	16,140	840	19,113	2,015	35,253	6,765	1,01,041	8,975	96,269
6	...	Madras and Southern Mahratta	131	1,143	4,391	71,938	2,307	31,557	6,698	1,03,495	4,202	32,343	4,752	35,836
7	(a) & (b)	Nizam's Guaranteed State	12	148	1,059	13,962	167	881	1,226	14,843	1,264	10,133	227	4,023
8	(a) to (k)	North-Western State	711	13,659	3,364	46,581	1,212	21,848	4,576	68,429	7,233	97,931	7,022	1,29,259
9	(a) & (b)	Oudh and Rohilkhand State	1,271	9,735	207	1,706	155	1,261	362	2,967	3,083	18,144	2,126	27,877
10	...	South Indian	402	2,960	303	2,751	114	1,201	417	3,952	2,449	23,764	5,995	56,175
		3′ 3½″ gauge.												
11	...	Assam-Bengal	1,066	5,158	...	...	16	194	16	194	136	1,432	877	6,413
12	...	Bengal and North-Western	2,382	13,589	132	534	164	1,300	296	1,834	66	400	1,800	24,050
13	...	Bengal Dooars	4	41	...	...	...	2	...	2	7	105	283	2,789
14	...	Bhavnagar-Gondal-Junagad-Porbandar	13	84	218	1,513	37	241	255	1,754	8	79	143	1,585
15	(a) & (b)	Burma	1,474	16,448	184	972	214	656	398	1,628	2,529	19,611	586	11,414
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...
7	(c)	Hyderabad-Godavari Valley	15	157	47	442	30	771	77	1,213	38	210	57	444
18	(a) to (d)	Jodhpur-Bikaner	228	1,376	545	4,800	138	1,367	683	6,167	167	1,426	77	935
19	...	Morvi	6	23	23	93	26	150	49	243	1	12	5	37
2	(b) & (h) to (n).	Rajputana-Malwa	671	5,976	1,512	15,539	297	5,711	1,809	21,250	1,583	12,107	1,879	27,317
20	(a) & (b)	Rohilkund and Kumaon	292	1,340	1	13	25	177	26	190	422	1,985	572	3,371
21	...	Udaipur-Chitorgarh	3	18	8	63	2	6	10	69	...	...	6	73
		2′ 6″ gauge.												
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	...	1	18	75	17	79	35	154	2	3	82	348
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	...	...	14	31	7	15	21	46	...	1	1	2
30	...	Dholpur-Bari	...	...	...	...	...	..	...	...	...	...	...	...
1	(d)	Mourbhanj	72	214	15	43	...	...	15	43	...	...	...	2
1	(e)	Parlakimedi Light	...	...	...	...	...	...	...	...	8	7	38	32
20	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
33	...	Shahdara (Delhi)-Saharanpur Light	2	10	10	43	1	7	11	50	...	...	...	2
34	...	Tarakeshwar-Magra Light	3	5	...	...	...	...	...	...	...	...	...	...
35	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	16	106
		2′ 0″ gauge.												
37	...	Darjeeling-Himalayan	5	104	4	111	3	84	7	195	446	4,844	233	6,357
38	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...
41	..	Jorhat Provincial State	...	...	...	...	...	...	...	...	...	...	...	...
42	...	Pipar Road-Bhavi Light	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1910	68,488	8,42,203	17,425	2,50,443	6,842	1,09,545	24,267	3,59,988	37,474	4,00,978	52,089	6,14,543
		Total 1909	66,664	8,20,435	16,386	2,39,320	7,129	1,10,764	23,515	3,50,084	40,995	4,14,138	47,482	6,03,168
		Increase	1,824	21,768	1,039	11,123	...	...	752	9,904	...	...	4,607	11,375
		Decrease	...	...	...	...	287	1,219	...	...	3,521	13,160	...	...

DIX 10—*contd.*

therefrom during the calendar year 1910.

and is therefore not the same as the total production.]

XVI.		XVII—(*contd. on following page*).																		Number.
LIQUORS.		METALS.																		
(3) All other sorts, including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.		(2) Brass manufactures.		(3) Copper, unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.								
												Unwrought (dust, slag, pig and old for re-manufacture).		Wrought.						
														(*a*) Bars, sheets, girders and other commercial forms of iron and steel.		(*b*) Machinery and millwork.		(*c*) Other manufactures, including hardware and cutlery.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	3,486	27,125	626	6,493	1,467	18,385	434	5,227	183	3,112	1,249	8,700	22,518	1,81,886	4,698	40,798	6,877	91,266	1
2,105	13,599	9,426	70,148	3,152	53,412	1,041	13,944	1,767	29,919	623	10,073	1,092	8,895	40,123	4,43,482	9,079	1,15,760	5,953	74,793	2
...	...	2,383	26,828	305	3,259	4,237	34,588	67	750	737	6,261	2	9	47,874	3,00,637	2,692	19,371	10,125	1,00,639	3
166	1,589	10,378	1,46,314	2,484	39,805	8,017	97,736	419	9,046	1,218	20,575	24,335	1,22,650	59,358	6,46,930	8,149	1,00,034	19,110	2,36,163	4
16	82	15,756	1,97,392	5,635	1,08,856	3,702	61,751	2,787	50,063	1,528	27,023	2,551	16,766	70,668	10,20,453	15,370	2,52,181	14,849	2,73,005	5
9,293	53,556	18,247	1,21,735	491	7,968	3,750	44,880	832	10,880	704	8,208	60	713	19,061	1,79,712	6,489	74,439	23,330	2,46,379	6
2,313	8,994	3,807	23,150	260	2,697	303	3,749	75	570	78	1,063	125	911	4,680	40,750	669	8,297	1,603	16,787	7
876	6,460	15,131	2,33,650	1,470	17,123	2,472	34,058	1,011	19,131	1,157	20,104	6,505	43,749	51,478	7,59,391	6,588	1,12,556	21,734	3,13,710	8
1	9	5,210	46,030	1,179	7,274	2,998	27,490	167	1,311	369	3,788	2,289	11,475	11,600	68,473	906	8,769	11,376	78,508	9
1,023	3,747	9,467	83,686	1,780	22,398	2,849	31,045	404	3,986	332	3,742	1,986	9,728	15,877	1,32,467	3,473	34,933	8,877	1,09,328	10
...	...	1,013	7,845	...	...	416	4,802	16	81	10	101	437	770	7,772	45,883	961	13,276	3,211	34,477	11
5	14	1,871	24,464	601	5,092	1,849	19,256	42	408	276	3,100	628	3,148	6,333	36,390	1,259	10,989	8,079	56,543	12
...	...	290	2,894	23	109	158	828	...	...	...	...	74	932	1,375	11,006	302	5,205	1,537	18,449	13
...	...	151	1,664	68	569	727	3,293	77	523	323	2,029	57	98	2,018	9,464	482	1,960	2,042	11,049	14
340	1,786	3,455	32,811	20	108	360	4,760	8	100	63	817	169	1,263	5,619	38,573	2,053	17,739	7,839	71,867	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
294	2,574	294	2,574	...	...	...	...	...	...	...	...	3,971	23,591	...	..	...	...	...	...	17
228	1,560	323	2,214	37	336	306	3,799	109	2,572	83	1,146	98	914	2,852	28,965	891	9,769	1,980	23,138	7
...	...	244	2,361	294	2,203	258	2,638	80	428	85	779	765	2,558	4,109	29,866	572	3,865	1,101	8,670	18
35	194	41	243	7	35	43	241	4	17	11	67	1	6	494	2,054	124	586	232	1,090	19
413	843	3,875	40,267	3,796	56,029	2,746	30,767	2,019	30,613	427	4,795	1,861	11,292	23,300	1,87,902	3,554	41,504	6,373	67,516	2
...	...	994	5,356	563	567	772	5,272	16	119	76	593	384	1,435	1,306	6,139	270	1,318	2,325	10,549	20
...	2	6	75	10	94	15	96	...	3	11	77	...	...	227	1,183	14	73	186	1,007	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	84	351	7	16	185	767	14	47	129	495	5	21	3,748	10,666	925	2,673	362	1,271	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	1	3	6	16	8	19	1	4	2	5	53	143	297	798	1	1	4	8	28
...	...	...	...	...	...	6	15	...	...	...	...	127	297	3	5	29	63	40	232	30
...	...	...	2	1	4	19	58	...	...	...	...	18	35	75	194	...	1	27	94	1
...	...	46	39	...	...	4	7	...	...	...	1	23	33	106	104	7	7	29	38	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
10	45	10	47	48	170	161	696	...	...	2	13	100	281	617	1,639	252	892	148	514	33
...	...	...	...	...	...	3	5	...	...	...	...	...	...	82	108	...	...	22	39	34
...	...	16	106	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	679	11,201	11	309	26	634	19	485	3	76	42	894	447	11,046	130	2,828	561	13,018	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
17,121	95,054	106,684	11,10,575	22,874	3,34,942	38,901	4,46,479	10,368	1,66,292	8,430	1,18,043	49,007	2,71,297	404,017	41,90,166	70,029	8,79,887	159,941	18,60,147	
17,397	1,05,272	105,874	11,22,678	18,029	2,59,210	36,207	3,97,943	7,185	1,12,388	7,219	1,03,600	52,620	2,76,624	386,063	37,75,664	74,423	8,79,433	156,550	19,37,597	
...	...	810	...	4,845	75,732	2,694	48,536	3,183	53,904	1,211	14,443	...	...	17,349	4,14,502	...	454	3,391	...	
276	10,218	...	12,003	...	...	...	...	...	...	...	...	3,613	5,327	...	...	4,391	...	...	77,450	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XVII—*concluded.*						XVIII.					
			Metals—*concluded.*						Mineral substances.					
			(6) Metallic ores.		(7) Others.		Total.		(1) Marble and stone.		(2) Chalk and lime.		(3) Others.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*) &(*f*) & (*g*)	Bengal-Nagpur	644,732	10,68,762	2,247	32,340	685,031	14,59,969	94,090	1,35,042	47,146	1,97,166	32	286
2	(*a*), (*c*) to (*g*) & (*o*) &(*p*)	Bombay, Baroda and Central India.	17,843	71,240	12,326	87,078	92,999	9,08,596	123,149	2,10,899	19,068	34,567	48	2,300
3	...	Eastern Bengal State	...	...	18,908	45,206	84,947	5,10,720	24,236	21,251	24,869	49,312	...	...
4	...	East Indian	14,574	19,781	7,317	1,39,424	144,981	14,32,144	237,406	5,98,847	115,863	7,03,178	2,444	54,454
5	...	Great Indian Peninsula ...	469,010	34,75,383	3,834	69,712	589,943	53,55,193	188,786	5,01,977	42,330	67,149	4	71
6	...	Madras and Southern Mahratta ...	92,472	4,61,655	3,577	43,357	150,775	10,78,191	94,997	2,40,394	18,330	38,268	236	2,293
7	(*a*)&(*b*)	Nizam's Guaranteed State ...	...	...	535	5,588	8,328	60,421	37,358	99,598	648	3,748	...	...
8	(*a*)to(*k*)	North Western State	1,636	14,922	4,051	62,341	93,102	13,97,085	413,284	5,66,228	100,307	2,24,646	690	2,048
9	(*a*)& (*b*)	Oudh and Rohilkhand State ...	14	93	2,327	14,639	33,315	2,21,820	63,636	99,474	34,937	46,461	29,096	25,488
10	...	South Indian	66	906	2,959	37,094	38,603	3,86,527	285,346	2,33,233	16,607	47,588	4,269	13,940
		3′ 3½″ gauge.												
11	...	Assam-Bengal	...	...	1,140	13,146	13,963	1,12,536	56,954	1,40,799	3,762	11,553	...	...
12	...	Bengal and North-Western ...	...	...	2,070	21,157	21,737	1,56,093	19,530	33,348	13,479	43,006	69	287
13	...	Bengal Dooars	...	...	445	5,985	3,914	42,514	11	67	587	3,567	2	21
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	17	142	443	2,887	6,254	32,014	93,504	83,497	3,202	6,805	17	82
15	(*a*)& (*b*)	Burma	56,945	3,76,957	8,574	56,432	81,650	5,68,616	137,184	1,95,474	19,830	85,339	192	1,690
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	1,123	7,570	5,024	31,151	3,811	2,908	2,477	3,702	26	168
7	(*c*)	Hyderabad-Godavari Valley ...	1	14	121	1,375	6,478	72,028	1,873	6,921	145	756	...	...
18	(*a*) to (*d*)	Jodhpur-Bikaner	5	31	809	6,566	8,078	48,604	34,100	70,951	16,997	24,833	10	72
19	...	Morvi	...	...	87	527	1,003	4,623	17,092	12,502	32	96	...	2
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	230	1,081	14,937	62,324	59,243	4,93,823	91,313	2,12,619	6,985	19,499	233	555
20	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	271	1,336	5,983	27,328	7,886	9,428	4,240	7,698	1	4
21	...	Udaipur-Chitorgarh	...	...	87	268	500	2,801	603	1,061	26	62	...	...
		2′ 6″ gauge.												
24	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	...	...	69	274	5,444	16,230	1,019	2,954	15	36	...	...
26	...	Bukhtiarpore-Behar Light ...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	...	1	5	21	377	1,016	6	7	15	35	12	11
30	...	Dholpur-Bari	...	...	3	6	208	618	12,224	6,669	28	42	...	...
1	(*d*)	Mourbhanj	...	...	2	9	142	395	19	49	5	10	...	...
1	(*e*)	Parlakimedi Light	...	...	11	38	180	228	214	129	1	1	...	...
20	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
33	...	Shahdara (Delhi)-Saharanpur Light	...	...	40	180	1,371	4,385	421	1,236	563	1,565	...	...
4	...	Tarakeshwar-Magra Light ...	...	...	16	20	123	172	63	82	115	144	...	...
	...	Tezpore-Balipara Light ...	...	...	208	1,783	208	1,783	...	...	...	...	160	440
		2′ 0″ gauge.												
37	...	Darjeeling-Himalayan	9	173	243	4,432	1,401	33,895	23	404	570	5,864	...	...
38	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Howrah Sheakhala Light ...	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat Provincial State ...	...	...	...	...	...	...	...	...	...	...	...	...
42	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1910 ...	1,297,563	54,91,141	89,335	7,23,115	2,150,465	1,44,81,509	2,041,018	34,88,136	403,179	16,25,686	37,640	1,04,212
		Total 1909 ...	900,345	35,65,953	72,440	6,35,153	1,711,686	1,19,43,565	1,767,486	31,66,958	483,541	15,98,426	35,199	1,00,581
		Increase ...	397,218	19,25,188	16,895	87,962	438,779	25,37,944	273,532	3,21,178	9,638	27,260	2,341	3,631
		Decrease ...	...	...	...	...	...	...	...	...	...	...	...	...

DIX 10—*contd.*

the earnings therefrom during the calendar year 1910.

and is therefore not the same as the total production.]

Total.		XIX. Oils.												Number.
		(1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		(5) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(29)	(29)	(30)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
141,268	3,32,494	36,200	3,99,057	1,167	9,934	1,044	8,486	2,956	20,924	2,574	22,977	43,941	4,61,378	1
142,265	2,47,766	25,318	2,71,495	2,581	22,532	597	7,732	661	3,862	5,460	49,766	34,617	3,55,387	2
49,105	70,563	179,370	4,72,750	141	1,122	1,748	16,107	9,834	53,320	3,016	6,860	194,109	5,50,159	3
355,713	13,56,479	104,530	9,34,322	1,714	14,763	2,105	18,135	8,122	67,116	5,170	68,521	121,641	11,02,857	4
231,100	5,69,197	77,008	10,72,720	1,431	18,817	3,160	50,423	45	888	15,582	1,78,166	97,226	13,21,014	5
113,563	2,80,955	72,934	5,44,085	2,822	24,732	4,926	44,169	54	345	14,629	1,12,871	95,365	7,26,202	6
38,006	103,346	7,813	58,416	660	4,036	131	1,474	1	14	1,045	11,160	9,650	75,100	7
514,281	7,92,922	33,275	7,82,217	753	9,698	1,514	21,255	2,553	20,591	6,565	66,428	50,660	9,00,189	8
127,609	1,71,423	23,788	1,34,182	577	2,796	90	632	1,364	7,700	1,498	11,218	27,317	1,56,528	9
306,222	2,94,761	51,024	3,36,258	3,233	20,619	5,100	42,236	66	335	16,157	84,059	74,589	4,81,507	10
60,716	1,52,352	27,914	99,510	37	361	140	1,511	1,466	11,008	218	3,022	29,775	1,15,412	11
33,077	75,641	33,387	1,41,631	678	4,001	60	379	1,655	12,303	581	4,991	36,361	1,63,305	12
600	3,655	3,066	11,860	14	91	44	266	463	2,560	198	1,631	3,785	16,408	13
96,723	90,384	4,284	20,236	110	507	203	817	190	410	916	5,136	5,703	27,106	14
157,206	2,82,503	20,060	1,64,289	245	2,678	1,296	13,220	52	583	7,449	54,374	29,102	2,35,144	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
6,314	6,778	...	...	...	...	...	...	...	...	9,998	30,976	9,998	30,976	17
2,018	7,677	3,730	33,507	282	2,137	190	1,901	2	22	1,324	10,894	5,528	48,461	7
51,107	95,856	5,123	38,463	349	2,191	67	212	10	56	1,946	10,240	7,495	51,162	18
18,024	12,600	272	793	24	66	4	14	21	59	168	882	489	1,814	19
98,531	2,32,662	15,201	1,07,453	1,409	7,784	211	2,103	926	5,069	3,403	23,892	21,150	1,46,301	2
12,127	17,130	2,668	9,773	357	965	19	87	362	1,701	134	1,116	3,540	13,642	20
629	1,123	315	1,622	10	57	2	13	...	1	10	60	337	1,753	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
1,034	2,990	1,573	5,409	26	86	208	632	...	...	988	2,503	2,795	8,630	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
33	53	128	387	59	12	5	15	...	...	13	32	205	446	28
12,252	6,711	51	141	...	1	...	...	...	...	...	...	51	142	30
24	59	120	542	2	6	2	5	6	18	1	4	140	575	1
215	129	207	156	2	2	1	2	1	2	20	21	231	183	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
984	2,801	376	1,529	3	11	...	...	24	91	10	54	413	1,685	33
178	226	55	105	5	9	4	7	30	60	...	...	94	181	34
160	440	...	...	...	...	...	...	...	...	40	270	40	279	35
593	6,358	883	10,673	3	55	5	106	395	5,411	24	541	1,310	16,786	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
2,571,737	52,18,034	736,682	56,53,581	18,694	1,50,069	23,895	2,29,939	31,259	2,14,449	98,137	7,62,674	907,657	70,10,712	
2,286,226	48,65,965	744,663	55,32,594	20,224	1,58,981	23,225	2,35,682	26,965	1,98,560	86,585	7,06,861	901,662	68,32,678	
285,511	3,52,069	...	1,20,987	...	...	...	...	4,294	15,889	11,552	55,813	5,995	1,78,034	
...	...	7,981	...	1,530	8,912	340	5,743	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

XX—(*continued*

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Oil-seeds.			
			(1) Castor.		(2) Earthnuts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*).	Bengal-Nagpur	6,924	37,624	2,070	12,167
2	(*a*), (*c*) to (*g*) & (*o*) and (*p*).	Bombay, Baroda and Central India	26,765	2,07,805	3,235	33,002
3	...	Eastern Bengal State	384	1,201	...	...
4	...	East Indian...	41,946	2,76,325	532	2,652
5	...	Great Indian Peninsula	38,294	2,68,295	49,350	5,10,602
6	...	Madras and Southern Mahratta	26,482	97,857	41,164	2,56,307
7	(*a*) & (*b*)	Nizam's Guaranteed State	43,805	2,65,265	194	1,480
	(*a*) to (*k*)	North Western State	370	2,253	1,028	13,780
9	(*a*) & (*b*)	Oudh and Rohilkhand State	6,663	27,509	375	2,550
10	...	South Indian	6,181	24,856	160,190	6,09,739
		3′ 3⅜″ gauge.				
11	...	Assam-Bengal	41	157	...	7
12	...	Bengal and North-Western	12,789	33,536	130	1,032
13	...	Bengal Dooars	...	...	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar	6,278	19,677	497	2,801
15	(*a*) & (*b*)	Burma	33	399	2,519	20,010
16	...	Deoghur	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley	485	3,135	133	982
18	(*a*) to (*d*)	Jodhpur-Bikaner	50	206	93	484
19	...	Morvi	183	450	19	94
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	24,510	65,697	2,322	11,517
20	(*a*) & (*b*)	Rohilkund and Kumaon	4,325	11,757	86	531
21	...	Udaipur-Chitorgarh	3	14	5	30
		2′ 6″ gauge.				
24	...	Baraset-Basirhat Light	...	...	...	...
25	...	Barsi Light	190	465	14,641	35,347
26	...	Bukhtiarpore-Behar Light	...	...	...	...
28	...	Cutch	1,613	285	39	128
30	...	Dholpur-Bari	157	267	2	4
1	(*d*)	Mourbhanj	101	202	1	3
1	(*e*)	Parlakimedi Light	99	63	19	18
20	(*c*)	Powayan Light	...	...	...	...
33	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	1
34	...	Tarakeshwar-Magra Light	...	...	...	...
35	...	Tezpore-Balipara Light	...	...	...	...
		2′ 0″ gauge.				
37	...	Darjeeling-Himalayan	...	...	22	502
38	...	Howrah-Amta Light	...	...	...	...
39	...	Howrah-Sheakhala Light	...	...	...	...
41	...	Jorhat Provincial State	...	...	...	...
42	...	Pipar Road-Bhavi Light	...	...	...	...
		TOTAL 1910 ...	248,671	13,45,240	278,566	15,15,770
		TOTAL 1909 ...	261,730	13,72,807	247,762	12,24,090
		INCREASE ...	...	...	30,804	2,91,680
		DECREASE ...	13,059	27,567	...	...

DIX 10—*contd.*

the earnings therefrom during the calendar year 1910.

and is therefore not the same as the total production.]

on following page).

(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		(6) Til or jinjili.		Number.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
20,651	1,61,982	606	3,126	13,340	76,356	37,547	2,83,421	1
17,266	1,32,847	14,999	1,10,504	59,233	4,54,359	36,009	2,40,801	2
30,880	79,017	...	...	54,037	2,42,006	2,549	10,512	3
220,885	14,54,853	18,671	1,23,240	196,233	14,26,789	18,613	1,07,122	4
113,182	13,14,093	17,651	2,16,687	63,892	7,44,905	147,474	16,96,075	5
2,804	32,347	463	5,299	2,211	16,768	50,226	3,46,425	6
2,454	4,748	136	888	37	273	20,500	1,51,214	7
7,053	78,838	977	6,774	131,478	11,89,749	36,812	2,96,302	8
22,204	85,984	14,861	63,072	33,284	1,42,664	7,882	30,782	9
76	427	473	2,583	1,679	8,513	37,794	2,19,875	10
183	779	2	18	5,279	25,259	3,056	9,375	11
133,842	5,68,984	5,229	24,237	69,430	2,96,145	3,342	17,764	12
...	...	...	...	1,689	6,301	...	...	13
1	8	5	36	114	390	5,240	21,555	14
2	23	...	2	7	62	3,752	23,209	15
...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	17
12,887	85,106	57	482	40	200	5,396	41,104	7
9	53	12	56	34,967	1,27,069	20,187	77,471	18
10	35	2	7	2	7	1,431	4,517	19
17,530	97,309	20,322	96,033	84,558	3,66,248	37,660	1,80,243	2
4,929	9,008	3,345	5,155	15,696	37,675	959	2,429	20
6	12	479	1,095	13	37	395	1,275	21
...	...	...	...	...	...	...	...	24
7,228	22,057	20	57	123	336	1,071	2,651	25
...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	3	8	28
2	2	...	...	48	81	42	77	30
...	...	...	...	27	69	375	772	1
...	...	...	...	5	4	101	128	1
...	...	...	...	...	...	...	...	20
12	23	...	1	1,624	2,800	53	189	33
...	...	...	...	115	140	...	...	34
...	...	...	...	...	...	...	...	35
...	1	...	...	4	87	...	2	37
...	...	...	...	...	...	...	.....	38
...	...	...	...	...	...	...	...	39
..	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	42
614,096	41,20,406	98,310	6,59,352	760,225	51,65,391	479,429	37,71,208	
384,196	27,82,305	91,298	6,53,809	496,347	30,35,051	340,754	26,58,715	
229,900	13,47,101	7,012	5,543	272,878	21,30,340	138,675	11,12,553	
...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways

Classification No. of Railway. Detailed in "Index" to Appendix 9).		Railway system.	XX—*concluded.* Oil-seeds—*concld.* (7) Others.		Total.		XXI. Opium.		XXII. Paper and pasteboard.		XXIII Provi (1) Dried fruits and nuts.		(2) Ghee.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*) & (*f*) & (*g*).	Bengal-Nagpur	18,493	1,10,400	99,931	6,85,076	174	8,828	1,938	31,593	11,301	1,01,011	3,727	58,838
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	117,952	6,75,147	275,459	18,54,465	1,386	41,772	3,264	46,17	28,747	2,68,222	6,384	63,665
3	...	Eastern Bengal State . .	989	3,829	88,899	3,36,565	31	369	11,780	27,022	962	4,977	1,316	11,328
4	...	East Indian	47,915	2,48,562	544,795	36,39,543	5,308	1,22,785	11,640	2,17,265	8,499	1,14,314	18,542	4,26,503
5	...	Great Indian Peninsula . .	307,450	32,13,438	737,293	79,64,935	266	6,160	4,381	73,905	44,307	6,52,393	14,694	2,00,377
6	...	Madras and Southern Mahratta	108,068	9,28,384	231,418	16,83,387	89	2,674	2,406	26,518	52,299	4,39,035	6,987	70,145
7	(*a*) & (*b*)	Nizam's Guaranteed State .	8,626	40,334	75,752	4,64,202	...	...	879	8,991	14,917	1,24,655	758	9,600
8	(*a*) to (*k*)	North Western State . .	172,625	21,26,327	350,343	37,13,993	92	2,152	5,340	1,02,239	32,178	5,83,734	12,476	1,37,691
9	(*a*) & (*b*)	Oudh and Rohilkhand State .	20,939	1,02,588	106,208	4,61,149	1,132	26,346	4,452	36,928	2,337	19,674	2,414	16,648
10	...	South Indian	1,019	7,350	207,412	8,73,343	...	...	4,791	92,273	1,483	8,064	2,303	25,275
		3′ 3½″ gauge.												
11	...	Assam-Bengal	241	901	8,802	36,496	7	154	206	2,197	803	7,054	245	3,098
12	...	Bengal and North-Western .	6,383	32,749	231,145	9,74,447	4,521	68,449	3,741	11,714	1,670	20,708	4,678	43,874
13	...	Bengal Dooars	199	1,983	1,888	8,284	...	...	61	271	60	217	19	130
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	15,977	55,221	28,712	99,688	12	165	216	1,255	2,991	17,001	2,295	20,533
15	(*a*) & (*b*)	Burma	906	4,379	7,219	48,084	25	395	794	9,435	1,119	8,780	806	11,773
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley .	53,645	3,70,099	72,643	5,01,198	...	...	320	3,891	3,043	33,440	355	4,296
18	(*a*) to (*d*)	Jodhpur-Bikaner . . .	30,126	85,710	85,444	2,91,049	8	161	238	1,794	3,924	20,096	6,269	46,392
19	...	Morvi	3,491	10,596	5,138	15,706	16	145	37	224	269	1,091	83	304
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa . .	80,996	4,16,085	267,798	12,33,132	2,120	32,141	2,658	44,049	18,355	1,82,611	8,770	72,203
20	(*a*) & (*b*)	Rohilkund and Kumaon .	3,257	6,167	32,597	72,722	219	3,429	247	1,601	814	4,315	442	2,283
21	...	Udaipur-Chitorgarh . .	522	2,031	1,423	4,494	27	219	38	221	621	3,642	207	1,523
		2′ 6″ gauge.												
24	...	Baraset-Basirhat Light . .	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light.	17,534	48,060	40,807	1,08,973	2	6	86	311	1,462	3,981	134	521
26	...	Bukhtiarpore-Behar Light .	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	213	397	1,868	718	1	5	21	62	1,189	3,957	7	13
30	...	Dholpur-Bari	353	649	604	1,080	...	...	...	...	7	20	209	516
1	(*d*)	Mourbhanj	253	521	757	1,567	...	...	11	29	5	15	20	59
1	(*e*)	Parlakimedi Light . . .	416	335	700	548	...	...	2	3	12	18	...	1
20	(*c*)	Powayan Light	1,108	1,689	1,108	1,689	...	...	...	...	...	...	...	...
33	...	Shahdara (Delhi)-Saharanpur Light.	2,694	5,049	4,383	8,063	...	...	6	40	157	706	49	224
34	...	Tarakeshwar-Magra Light .	...	...	115	149	...	...	4	6	2	4	7	18
35	...	Tezpore-Balipara Light . .	17	120	17	120	...	...	...	...	...	...	...	...
		2′ 0″ gauge.												
37	...	Darjeeling-Himalayan . .	...	...	26	592	...	12	67	1,751	4	82	53	949
38	...	Howrah-Amta Light . .	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheakhala Light .	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat Provincial State .	...	...	...	...	...	...	...	...	...	...	...	...
42	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...		...	...	...	...	...
		Total 1910 .	1,023,407	84,99,000	3,510,704	2,50,85,457	15,436	3,16,367	59,624	7,41,762	233,537	20,23,817	94,198	12,28,780
		Total 1909 .	865,944	70,46,114	2,688,031	1,87,72,921	12,846	2,62,916	53,467	6,30,664	212,858	22,75,141	95,521	11,92,857
		Increase .	156,463	14,52,886	822,673	63,12,536	2,590	53,451	6,157	1,11,098	20,679	3,48,676	...	35,923
		Decrease .	...	...	...	...	...	...	...	...	...	...	1,323	...

DIX 10—*contd.*

the earnings therefrom during the calendar year 1910.

in India and s therefore not the same as the total production.]

SIONS.				XXIV. RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.										XXV.		NUMBER.
(3) Others.		Total.		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(3) Materials. (a) Steel rails and fish-plates.		(b) Sleepers and keys of steel and cast-iron.		(c) Others.		Total.		Salt.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,980	69,096	21,008	2,28,945	106	515	320	3,122	1,607	9,695	184	1,526	36,754	1,64,320	38,971	1,79,178	128,156	8,63,018	1
23,890	1,50,014	59,021	4,81,901	58	316	81	360	9,130	73,421	100	331	17,732	70,855	27,101	1,45,283	213,672	6,16,901	2
9,623	60,025	11,901	76,330	236	464	2,470	3,526	4,806	9,851	6,012	13,865	16,899	38,524	30,423	66,230	96,249	4,46,248	3
96,453	11,29,722	123,494	16,70,539	1,480	8,780	6,772	30,226	37,406	2,53,131	31	40	304,101	7,03,469	349,790	9,95,646	305,843	12,93,043	4
44,393	4,46,739	103,399	13,99,509	...	...	813	4,948	9,337	64,275	9,369	48,224	3,849	21,217	23,368	1,38,664	253,185	23,76,757	5
47,371	3,94,201	106,607	9,03,381	8	81	339	3,562	995	3,429	36	59	4,352	15,438	5,736	22,569	144,808	9,79,260	6
3,206	22,218	18,881	1,56,473	...	...	6	31	156	1,309	10	31	...	...	172	1,371	36,579	1,88,959	7
14,847	2,48,152	59,501	9,69,577	41	540	3,044	10,691	5,549	20,081	251	393	166,033	3,77,578	174,918	4,09,283	150,301	9,36,873	8
5,916	58,972	10,667	95,294	...	...	...	...	...	...	...	...	488	1,946	488	1,946	65,045	3,48,295	9
47,847	3,71,704	51,633	4,05,043	42	102	21	120	222	606	11	62	430	1,585	726	2,475	138,024	5,31,152	10
6,057	52,546	7,105	62,698	...	...	8	111	421	4,130	37	206	366	3,822	832	8,269	23,349	91,835	11
12,400	66,433	18,748	1,31,015	..	...	...	...	...	...	...	...	...	...	...	...	118,747	5,13,513	12
970	6,767	1,049	7,114	...	...	...	...	5	48	...	...	...	...	5	48	4,755	15,153	13
6,893	43,341	12,179	80,875	136	330	3	8	4,480	5,180	1	11	4,445	6,367	9,065	11,896	5,464	10,816	14
38,522	3,96,767	40,447	4,17,320	...	1	22	297	1,880	10,086	1	8	140	866	2,043	11,258	23,748	2,45,121	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
914	7,113	914	7,113	...	...	...	...	...	...	...	...	...	...	...	...	837	3,738	17
9,515	44,608	12,913	82,344	...	...	...	...	...	...	...	...	...	...	...	...	14,417	1,11,145	7
1,988	11,718	12,182	76,206	208	846	163	720	2,196	4,062	34	115	11,965	31,589	14,566	37,932	31,044	1,41,647	18
500	2,474	852	3,860	...	...	...	...	...	...	...	...	...	...	...	...	1,070	1,599	19
14,919	1,01,010	42,044	3,55,824	24	81	23	109	15,265	23,283	125	823	5,401	10,865	20,838	35,160	307,454	23,92,458	2
990	5,061	2,246	11,650	9	45	...	...	61	137	...	...	10,429	31,187	10,499	31,369	29,243	1,18,559	20
418	1,912	1,246	7,077	...	...	...	...	20	89	...	...	7	48	27	137	896	4,039	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
90	351	1,686	4,853	...	...	...	...	...	...	...	...	...	...	...	...	6,248	18,154	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
10	30	1,206	4,000	...	...	...	...	...	...	...	...	14	17	14	17	...	...	28
10	29	225	565	...	...	...	...	2	3	3	7	...	...	5	10	352	716	30
31	88	56	162	...	...	...	...	...	...	...	...	3,325	6,384	3,325	6,384	1,233	2,467	1
62	66	74	85	...	...	...	...	...	...	...	...	...	...	...	...	916	413	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,220	1,668	30
269	911	475	1,841	...	...	...	...	...	...	...	...	...	...	...	...	1,439	3,303	33
30	66	39	88	...	...	...	...	35	20	...	...	18	13	53	33	140	195	34
12	99	12	99	...	...	...	...	...	...	...	...	3	46	3	46	11	88	35
3,374	47,919	3,431	48,950	...	...	...	...	...	...	...	...	...	...	...	...	1,376	20,258	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	42
397,505	37,40,152	725,240	75,92,749	2,348	12,101	14,085	57,831	93,573	4,83,435	16,205	65,701	586,751	14,86,136	712,962	21,05,204	2,100,821	1,22,77,391	
419,024	38,56,359	727,403	73,24,357	1,784	12,524	6,678	47,559	63,424	4,13,396	29,578	1,57,548	398,042	19,20,007	499,506	25,51,034	1,982,952	1,18,39,208	
...	...	...	2,68,392	564	...	7,407	10,272	30,149	70,039	...	...	188,709	...	213,456	...	117,869	4,38,183	
21,519	1,16,207	2,163	...	...	423	...	...	...	...	13,373	91,847	...	4,33,871	...	4,45,830	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	XXVI. Saltpetre and other saline substances.						XXVII. Silk.									
			(1) Saltpetre.		(2) Other saline substances.		Total.		(1) Raw.				(2) Piece-goods.				Total.	
									(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.			
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e) & (f) & (g).	Bengal-Nagpur	218	2,694	1,741	13,665	1,959	16,359	...	...	476	7,990	...	...	...	28	476	8,018
2	(a), (c) to (g) & (o) & (p).	Bombay, Baroda and Central India.	2,019	13,880	1,817	21,520	3,836	35,400	294	6,779	73	1,319	1	22	39	847	407	8,967
3	...	Eastern Bengal State	104	614	6,568	25,810	6,672	26,424	...	...	449	3,621	...	...	2	10	451	3,631
4	...	East Indian	18,879	1,93,929	20,359	1,43,402	39,238	3,37,331	...	...	581	6,446	...	...	39	1,660	620	8,106
5	...	Great Indian Peninsula	1,195	9,850	3,620	51,149	4,815	60,999	137	1,889	42	1,295	102	8,968	7	579	288	12,731
6	...	Madras and Southern Mahratta.	309	2,549	426	4,491	735	7,040	151	2,884	139	2,663	1	18	25	233	316	5,798
7	(a) & (b)	Nizam's Guaranteed State.	179	1,085	924	6,107	1,103	7,192	...	1	...	9	...	5	...	5	...	20
8	(a) to (k)	North Western State	6,169	34,059	8,691	76,161	14,860	1,10,220	173	2,258	222	14,027	42	961	28	1,734	465	18,980
9	(a) & (b)	Oudh and Rohilkhand State.	1,058	4,691	1,175	4,428	2,233	9,119	1	7	6	54	1	11	3	28	11	100
10	...	South Indian	673	4,251	4	28	677	4,279	...	3	27	371	...	3	10	165	37	542
		3′ 3½″ gauge.																
11	...	Assam-Bengal	...	...	19	108	19	108	...	...	47	618	...	...	3	26	50	644
12	...	Bengal and North-Western.	11,544	44,328	20,413	1,02,400	31,987	1,46,728	...	...	1	12	...	...	...	...	1	12
13	...	Bengal Dooars	...	...	1	3	1	3	...	...	...	...	...	...	...	...	...	...
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	42	194	8	32	50	226	10	37	1	7	...	1	...	1	11	46
15	(a) & (b)	Burma	...	2	54	626	54	628	34	844	29	802	6	190	7	196	76	2,032
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	(c)	Hyderabad-Godavari Valley.	13	120	163	1,462	176	1,582	1	15	3	54	...	...	1	21	5	90
18	(a) to (d)	Jodhpur-Bikaner	231	1,220	1,900	9,338	2,131	10,558	16	78	...	...	...	5	...	6	16	89
19	...	Morvi	4	16	16	65	20	81	...	...	...	1	...	...	...	...	...	1
2	(b) & (h) to (n).	Rajputana-Malwa	5,359	38,290	2,530	18,953	7,889	57,203	397	10,493	18	741	1	46	16	757	432	12,037
20	(a) & (b)	Rohilkund and Kumaon	278	684	2,217	4,522	2,495	5,206	...	...	...	...	...	...	...	...	...	...
21	...	Udaipur-Chitorgarh	24	137	63	303	87	440	...	...	...	...	...	...	...	...	...	...
		2′ 6″ gauge.																
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Brai Light	34	92	39	113	73	205	...	...	...	...	...	...	...	...	...	...
26	..	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Cutch	1	2	2	5	3	7	...	...	...	...	...	...	1	1	1	1
30	...	Dholpur-Bari	...	...	7	12	7	12	...	...	...	...	...	...	...	...	...	...
1	(d)	Mourbhanj	...	2	1	5	1	7	...	...	3	6	...	...	...	...	3	6
1	(e)	Parlakimedi Light	6	4	...	...	6	4	...	...	...	...	...	...	...	...	...	...
20	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	...	Shahdara (Delhi)-Saharanpur Light.	108	288	45	124	153	412	...	...	...	...	...	...	...	1	...	1
34	...	Tarakeshwar-Magra Light.	..	...	24	27	24	27	...	...	4	10	...	...	...	..	4	10
35	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
37	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat Provincial State	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
42	...	Pipar Road-Bhavi Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1910	48,407	3,52,981	72,857	4,84,819	121,254	8,37,800	1,214	25,2[illegible]	2,151	40,045	154	10,230	181	6,248	3,670	81,862
		Total 1909	51,186	4,09,062	50,553	3,51,313	105,039	7,60,075	1,046	25,926	2,329	39,008	103	6,508	197	5,290	3,675	76,632
		Increase	...	...	22,304	1,33,506	16,315	76,825	168	...	...	1,038	51	3,722	...	1,008	...	5,230
		Decrease	5,089	56,081	...	...	...	...	...	538	209	...	...	...	16	...	5	...

DIX 10—*contd.*

the earnings therefrom during the calendar year 1910.

and is therefore not the same as the total production.]

XXVIII.														Number.
Spices.														
(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.		(4) Ginger.		(5) Pepper.		(6) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
8,088	86,390	38	543	4,531	39,529	189	3,208	1,206	11,358	5,446	44,225	19,498	1,85,253	1
1,829	31,932	90	1,514	4,110	31,795	1,007	9,449	1,192	22,595	14,523	1,50,527	22,751	2,47,812	2
18,485	1,69,735	440	9,310	7,948	59,047	1,438	16,919	840	14,603	5,714	37,806	34,865	3,07,426	3
10,196	2,18,379	546	16,084	10,534	1,75,869	1,144	13,846	2,016	50,812	14,102	2,80,957	38,538	7,55,947	4
11,235	2,40,301	71	2,015	10,263	1,14,285	411	10,152	457	14,613	17,126	2,56,051	39,563	6,37,417	5
16,204	2,09,002	10	242	28,857	2,47,533	587	4,866	1,597	16,473	9,801	93,065	57,056	5,71,181	6
952	12,445	8	109	3,583	22,180	37	341	48	542	1,453	11,722	6,081	47,349	7
830	7,854	302	5,515	6,480	7 ,908	1,718	21,455	1,219	31,128	6,407	55,058	16,956	1,95,918	8
2,051	28,089	59	790	1,606	15,596	434	4,197	251	2,371	2,664	16,147	7,065	67,190	9
22,144	1,87,994	647	5,597	18,587	1,43,841	1,102	9,352	5,195	34,504	162	1,773	47,837	3,83,061	10
3,483	29,900	...	...	1,355	9,847	7	48	55	697	217	2,275	5,117	42,767	11
3,742	26,779	169	1,917	10,062	49,660	1,463	16,023	708	7,340	3,374	30,135	19,518	1,31,854	12
503	2,045	42	579	36	150	69	159	93	493	86	434	829	3,860	13
750	4,387	3	23	531	4,052	27	170	7	59	1,305	4,922	2,623	13,613	14
6,579	69,149	...	2	6,448	1,04,425	2,967	31,660	68	881	244	2,064	16,306	2,08,181	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
698	7,992	3	45	834	9,074	19	258	23	280	481	5,250	2,058	22,899	7
236	1,848	7	65	1,621	12,063	46	455	46	324	1,291	6,149	3,247	20,904	18
18	67	...	...	87	400	10	43	...	1	855	2,526	970	3,037	19
1,184	15,001	90	2,514	7,277	69,305	494	10,404	1,144	25,676	17,668	1,47,654	27,857	2,70,554	2
452	2,466	36	104	1,084	7,007	92	466	45	291	393	1,760	2,105	12,094	20
5	36	2	9	67	315	22	153	4	29	138	548	238	1,090	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
786	2,404	...	...	147	491	8	31	5	20	273	944	1,219	3,890	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
54	145	...	...	28	76	2	6	4	14	116	120	204	361	28
...	1	...	...	9	24	...	...	...	...	524	909	533	934	30
37	110	...	...	1	3	...	1	...	1	19	53	57	168	1
5	6	...	...	40	36	...	...	...	...	36	38	81	80	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
22	131	...	...	60	231	13	71	1	4	180	682	276	1,119	33
7	14	...	...	3	5	...	...	...	...	6	12	16	31	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
82	1,962	241	3,817	11	245	...	...	17	429	28	543	379	6,996	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
110,657	13,56,564	2,804	50,794	126,200	11,91,992	13,306	1,53,733	16,241	2,35,544	104,635	11,54,359	373,843	41,42,986	
103,849	11,75,076	3,000	59,620	141,831	13,69,314	13,292	1,52,477	15,398	2,35,272	91,755	9,57,517	369,125	39,49,276	
6,808	1,81,488	...	...	...	...	14	1,256	843	272	7,880	1,96,842	4,718	1,93,710	
...	...	196	8,826	15,631	1,77,322	...	...	...	...	...	...	...	...	

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Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway. (Detailed in "Index" to Appendix 8).		Railway system.	XXIX. Sugar. (1) Refined or crystallized including sugarcandy.		(2) Unrefined. (a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.		Total.		XXX. Tea. (1) Foreign.		(2) Indian.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e) & (f) & (g).	Bengal-Nagpur	19,672	1,67,845	3,714	36,788	18,795	1,22,751	42,181	3,27,384	...	...	434	11,508	434	11,508
2	(a), (c) to (g) & (o) & (p)	Bombay, Baroda and Central India.	46,381	5,61,172	4,939	41,138	43,394	3,63,932	94,714	9,66,242	364	8,073	717	11,777	1,081	19,850
3	...	Eastern Bengal State	23,908	1,82,202	19,277	1,05,007	43,855	2,04,182	87,040	4,91,391	..	...	32,990	6,25,821	32,990	6,25,821
4	...	East Indian	86,820	11,13,054	99,725	6,94,194	173,252	7,68,234	359,797	25,75,482	...	...	1,702	37,784	1,702	37,784
5	...	Great Indian Peninsula	85,929	10,64,800	6,948	44,659	101,338	8,26,861	194,215	19,36,320	222	4,557	968	23,761	1,190	28,318
6	...	Madras and Southern Mahratta	21,871	1,59,973	11,638	1,02,386	95,919	6,51,898	129,428	9,14,257	31	565	443	8,374	474	8,939
7	(a) & (b)	Nizam's Guaranteed State	4,033	31,149	449	3,316	3,604	25,407	8,086	59,872	13	187	44	752	57	939
8	(a) to (k)	North Western State	110,867	20,99,824	40,702	3,78,275	164,999	10,03,120	316,568	34,81,219	1,092	30,695	2,694	42,306	3,786	73,001
9	(a) & (b)	Oudh and Rohilkhand State	24,155	1,74,043	55,035	2,85,315	57,087	2,65,635	136,277	7,24,993	...	...	2,022	13,602	2,022	13,602
10	...	South Indian	21,443	1,21,818	3,269	16,527	48,470	3,07,192	73,182	4,45,537	2	65	6,842	48,195	6,844	48,260
		3′ 3½″ gauge.														
11	...	Assam-Bengal	1,706	10,486	2,381	11,994	3,483	15,784	7,570	38,264	...	...	40,422	4,85,494	40,422	4,85,494
12	...	Bengal and North-Western	10,068	61,412	34,897	1,91,759	74,841	3,95,788	119,806	6,48,959	...	...	62	1,079	62	1,079
13	...	Bengal Dooars	1,758	7,949	420	2,108	769	3,320	2,947	13,377	...	...	19,323	3,88,703	19,323	3,88,703
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	10,244	47,599	...	...	3,201	11,616	13,445	59,215	...	8	97	1,067	97	1,075
15	(a) & (b)	Burma	428	3,867	4,693	47,266	20,423	1,65,702	25,544	2,16,835	500	7,761	1,418	26,610	1,918	34,371
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	964	6,198	964	6,198	...	...	11,909	96,780	11,909	96,780
7	(c)	Hyderabad-Godavari Valley	2,820	24,758	1,269	13,496	3,194	22,556	7,283	60,810	7	104	41	521	48	625
18	(a) to (d)	Jodhpur-Bikaner	15,023	75,283	4,912	27,630	17,819	1,12,015	37,754	2,14,928	2	24	4	62	6	86
19	...	Morvi	392	1,126	42	99	717	2,389	1,151	3,614	...	1	3	32	3	33
2	(b) & (k) to (n)	Rajputana-Malwa	31,092	2,17,486	58,120	4,52,546	1,02,241	10,39,155	191,453	17,99,187	171	3,509	643	15,084	814	18,593
20	(a) & (b)	Rohilkund and Kumaon	5,242	17,159	9,760	28,546	16,276	60,470	31,278	1,06,175	4	19	163	1,410	167	1,429
21	...	Udaipur-Chitorgarh	498	2,517	715	3,442	674	3,051	1,887	9,010	1	11	2	21	3	32
		2′ 6″ gauge.														
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	..	...	...	...	...	...
25	...	Barsi Light	1,515	4,077	...	...	275	77	1,790	4,848	1	7	...	3	1	10
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	..	...	...	...	...	...
28	...	Cutch	230	776	898	2,980	1,276	4,277	2,404	8,033	1	2	2	5	3	7
30	...	Dholpur-Bari	270	64	83	144	360	598	703	1,206	...	...	...	...	...	...
1	(d)	Mourbhanj	78	219	25	64	28	72	131	355	...	...	...	1	...	1
1	(e)	Parlakimedi Light	184	112	4	2	2	8	190	122	...	...	...	...	...	...
20	(o)	Powayan Light	...	...	...	...	660	695	660	695	...	...	...	...	...	...
33	...	Shahdara (Delhi)-Saharanpur Light	107	295	9,083	23,223	14,787	39,288	23,977	62,806	...	...	...	1	...	1
34	...	Tarakeshwar-Magra Light	11	10	54	73	46	66	111	149	...	...	...	...	...	...
35	...	Tezpore-Balipara Light	...	...	10	54	...	...	10	54	...	...	2,876	19,941	2,876	19,941
		2′ 0″ gauge.														
37	...	Darjeeling-Himalayan	82	1,630	940	16,106	53	901	1,075	18,637	...	...	4,134	59,561	4,134	59,561
38	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat Provincial State	...	...	...	...	...	...	...	...	...	...	...	...	...	...
42	...	Pipar Road-Bhavi Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1910	526,827	61,53,105	374,002	25,29,137	1,012,792	64,23,932	1,913,621	1,51,06,174	2,411	55,588	129,955	19,20,255	132,366	19,75,843
		Total 1909	479,830	55,72,323	320,426	24,74,931	915,562	56,70,893	1,715,818	1,37,18,147	4,469	75,347	118,738	17,56,556	123,207	18,31,903
		Increase	46,997	5,80,782	53,576	54,206	97,230	7,53,039	197,803	13,88,027	...	...	11,217	1,63,699	9,159	1,43,940
		Decrease	...	...	...	...	...	...	...	...	2,058	19,759	...	...	...	...

DIX 10—*contd.*

the earnings therefrom during the calendar year 1910.

over all railways in India and is therefore not the same as the total production.]

XXXI. Tobacco.								XXXII. Wood.						XXXIII—(*continued on following page*). Wool.								Number.
(1) Unmanufactured.		(2) Manufactured. (a) Cigars.		(2) Manufactured. (b) Other sorts.		Total.		(1) Timber, unwrought.		(2) Manufactured.		Total.		(1) Raw.		(2) Manufactured. (a) Carpets and rugs.		(b) Piece-goods, European.		(c) Piece-goods, Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
13,203	1,33,961	...	...	1,672	24,086	14,965	1,57,947	77,618	3,22,750	4,204	30,307	81,822	3,53,147	2	37	...	...	..	...	...	...	1
21,452	1,66,250	172	2,328	524	4,792	22,148	1,73,370	73,571	2,75,046	7,201	55,606	80,772	3,30,652	7,271	1,59,067	117	2,314	24	506	138	2,149	2
42,503	4,06,458	...	...	1,821	23,654	44,324	4,30,112	84,835	1,50,139	7,744	62,086	92,579	2,21,225	602	11,164	...	...	...	...	...	...	3
43,507	4,70,035	66	1,276	5,591	1,25,934	49,164	5,97,245	54,089	1,99,306	9,900	1,05,570	63,989	3,04,876	1,555	22,253	624	18,106	141	3,153	369	11,402	4
11,969	1,33,373	686	24,120	904	24,000	13,559	1,81,493	158,599	6,75,596	8,738	1,19,541	167,337	7,95,137	685	14,019	172	6,835	134	6,405	240	6,577	5
30,671	1,99,284	577	11,909	2,346	19,707	33,594	2,30,990	251,632	7,06,263	11,988	69,493	263,600	7,75,756	1,938	22,937	559	8,124	15	225	599	8,900	6
2,020	26,601	134	2,372	40	648	2,194	29,621	47,385	1,40,027	928	7,378	48,313	1,56,405	231	2,188	138	1,951	19	236	228	2,784	7
22,955	2,28,572	102	2,841	3,317	80,466	26,374	3,11,879	78,685	3,08,162	13,666	1,37,422	92,351	4,45,604	31,304	6,61,069	176	4,303	823	20,831	906	21,782	8
8,289	53,654	47	918	1,187	8,892	9,523	63,464	80,919	1,95,730	7,393	48,479	88,312	2,44,199	438	3,930	69	433	108	832	373	3,590	9
25,394	1,39,401	1,772	25,523	1,816	15,547	28,982	1,80,470	267,410	7,06,554	10,187	92,903	278,597	7,99,457	223	2,023	180	2,564	7	91	284	5,508	10
3,061	18,395	1	14	123	2,358	3,185	20,767	4,838	21,758	5,173	36,724	10,011	58,482	1	19	1	19	...	...	1	16	11
50,907	3,88,259	3	40	969	9,808	51,879	3,98,107	29,327	93,428	15,209	62,658	44,536	1,56,086	192	2,378	56	606	32	331	201	2,258	12
5,330,	13,639	...		268	2,865	5,598	16,504	3,964	11,517	1,991	27,161	5,955	38,678	...	...	...	...	79	883	...	...	13
1,594	13,074	7	56	262	2,801	1,863	15,931	12,716	62,488	5,775	33,890	18,491	93,378	916	7,549	...	3	...	1	...	15	14
6,493	40,695	339	5,236	795	9,965	7,627	64,796	120,280	4,54,198	4,642	29,220	124,922	4,83,418	7	56	79	1,423	3	22	3	11	15
...	...	...	...	...	.	...	...	...	..	...	...	...	..	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	4,663	22,910	...	...	4,663	22,910	...	...	...	...	...	...	...	...	17
388	6,382	4	105	21	305	413	6,792	9,355	39,852	951	8,871	10,306	48,723	5	70	34	554	...	..	102	932	7
3,314	21,806	15	276	233	2,077	3,562	24,159	13,607	40,889	1,098	6,864	14,705	47,752	5,927	57,822	6	83	25	307	32	376	18
864	3,406	1	14	97	417	962	3,837	2,015	6,431	119	575	2,134	7,006	387	2,847	...	...	...	...	...	...	19
18,734	2,02,039	100	2,445	704	9,779	19,598	2,14,264	41,649	1,30,006	4,145	26,987	45,794	1,56,993	9,704	1,41,699	131	3,788	28	522	265	4,981	2
3,520	19,849	22	200	309	1,747	3,851	21,796	40,441	1,15,317	1,358	6,609	41,799	1,21,926	213	1,269	4	40	7	32	3	18	20
550	3,262	2	15	14	123	566	3,400	103	337	22	156	125	493	133	957	...	1	...	...	2	14	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
67	220	4	12	77	360	148	592	1,309	2,871	366	1,145	1,675	4,016	...	1	24	134	...	...	1	7	25
...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	....	...	...	...	26
3	4	...	...	...	...	3	4	1,044	2,118	8	16	1,052	2,134	...	...	...	...	...	...	...	...	28
27	73	...	...	...	...	27	73	20	25	3	5	23	30	3	8	...	...	....	...	...	...	30
47	127	...	...	4	15	51	142	2,219	4,275	21	60	2,240	4,335	4	12	...	...	...	...	...	...	1
31	32	...	...	1	2	37	34	85	72	37	56	122	128	...	1	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	10,822	15,743	...	...	10,822	15,743	...	...	...	...	...	...	...	...	20
451	1,809	...	...	92	908	543	2,717	1,119	3,078	66	293	1,185	3,371	10	57	...	1	...	1	...	1	33
47	84	...	...	7	18	54	102	242	282	57	116	299	398	1	1	...	...	...	...	...	...	34
3	20	...	...	...	...	3	20	...	...	...	...	...	...	..	...	...	...	...	...	...	...	35
92	1,701	319	6,491	52	1,036	463	9,228	118	1,651	347	4,900	465	6,551	6	175	3	73	1	38	7	207	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
317,606	27,01,365	4,373	86,190	23,306	3,72,300	345,285	31,59,855	1,474,678	47,27,128	124,317	9,72,181	1,598,995	56,99,309	61,758	11,13,608	2,373	51,445	1,446	4,416	3,764	71,528	
254,496	22,17,892	4,630	95,914	26,859	3,48,674	285,985	26,62,480	1,360,002	42,98,526	158,078	10,46,258	1,518,080	53,44,784	65,102	12,02,410	2,316	47,242	1,437	33,534	3,535	63,217	
63,110	4,83,473	...	...	...	23,626	59,300	4,07,375	114,676	4,28,602	...	...	80,915	3,54,525	...	...	57	4,203	9	882	219	8,311	
...	...	257	9,724	3,553	...	...	...	...	...	33,761	74,077	...	...	3,344	88,802	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	XXXIII—*concluded.* Wool—*concluded.* (2) Manufactured—*concluded.* (*d*) Other sorts of manufactures.		Total.		XXXIV. All other articles of merchandise.		Grand Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.								
1	(*a*) to (*c*) & (*f*) &(*g*).	Bengal-Nagpur	139	2,537	141	2,574	231,216	9,28,320	4,574,657	1,77,99,354
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	236	2,468	7,786	1,66,504	391,662	22,31,909	2,529,120	1,60,76,866
3	...	Eastern Bengal State	327	4,286	929	15,450	93,771	4,98,409	3,454,013	1,38,60,482
4	...	East Indian	1,082	25,161	3,771	80,165	433,022	25,94,733	12,384,701	5,57,84,566
5	...	Great Indian Peninsula	1,307	26,384	2,538	60,220	360,347	30,99,621	4,871,346	4,85,60,719
6	...	Madras and Southern Mahratta	858	9,234	3,969	49,420	204,874	14,72,525	2,847,271	1,92,00,372
7	(*a*) & (*b*)	Nizam's Guaranteed State	...	...	616	7,159	12,601	1,01,168	804,953	37,17,321
8	(*a*) to (*k*)	North Western State	1,326	28,192	34,535	7,36,177	529,808	43,76,632	5,251,096	4,53,38,656
9	(*a*) & (*b*)	Oudh and Rohilkhand State	341	4,211	1,329	12,996	320,248	11,44,147	1,655,475	71,38,082
10	...	South Indian	47	776	741	10,962	260,513	12,30,131	2,311,967	1,02,27,214
		3′ 3½″ gauge.								
11	...	Assam-Bengal	41	645	44	699	20,079	1,19,873	456,739	22,32,490
12	...	Bengal and North-Western	...	...	481	5,573	92,885	3,29,549	1,758,760	*72,81,863
13	...	Bengal Dooars	...	...	79	883	2,447	20,636	108,316	7,87,899
14	...	Bhavnagar-Gondal-Junagad-Porbandar	5	60	921	7,628	11,514	69,938	347,290	11,84,093
15	(*a*) & (*b*)	Burma	3	59	95	1,571	183,927	8,24,434	1,851,043	96,52,291
16	...	Deoghur‡	...	...	...	...	...	...	‡	‡
17	...	Dibru-Sadiya	...	...	...	...	49,410	62,384	689,860	9,33,201
7	(*c*)	Hyderabad-Godavari Valley	...	...	141	1,556	3,754	49,043	260,634	20,88,902
18	(*a*) to (*d*)	Jodhpur-Bikaner	303	3,362	6,203	61,950	25,087	1,34,036	535,816	22,23,062
19	...	Morvi	9	102	396	2,949	1,701	6,506	52,481	1,38,549
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	380	4,374	10,508	1,55,364	244,028	18,28,378	2,466,028	1,68,93,550
20	(*a*) & (*b*)	Rohilkund and Kumaon	158	890	385	2,249	165,342	2,70,354	550,113	14,15,387
21	...	Udaipur-Chitorgarh	6	19	141	991	658	2,078	21,867	93,328
		2′ 6″ gauge.								
24	...	Baraset-Basirhat Light	...	...	...	...	†13,371	†29,673	13,371	29,673
25	...	BarsiLight	168	615	193	757	2,820	9,578	104,414	2,92,807
26	...	Bukhtiarpore-Behar Light	...	...	...	...	†26,053	†32,400	26,053	32,400
28	...	Cutch	272	110	272	110	776	1,517	18,027	35,753
30		Dholpur-Bari	...	...	3	8	720	5,090	18,985	24,134
1	(*d*)	Mourbhanj	...	...	4	12	6,396	8,506	17,767	31,667
1	(*e*)	Parlakimedi Light	...	...	...	1	558	745	5,882	4,893
20	(*o*)	Powayan Light	...	...	...	...	6,236	7,785	24,972	34,613
33	...	Shahdara (Delhi)-Saharanpur Light	4	19	14	79	8,533	32,949	75,499	2,06,661
34	...	Tarakeshwar-Magra Light	...	...	1	1	41,043	24,371	47,600	32,838
35	...	Tezpore-Balipara Light	...	..	...	...	1,123	6,898	9,780	45,233
		2′ 0″ gauge.								
37	...	Darjeeling-Himalayan	...	9	17	502	5,033	47,655	38,573	5,12,097
38	...	Howrah-Amta Light	...	...	...	...	†19,887	†44,138	19,887	44,138
39	...	Howrah-Sheakhala Light	...	...	...	...	†8,494	†11,871	8,494	11,871
41	...	Jorhat Provincial State	...	...	...	...	†19,000	†61,000	19,000	61,000
42	...	Pipar Road-Bhavi Light	...	...	...	...	†232	†415	232	415
	...									
		Total 1910	7,012	1,13,513	76,343	13,84,510	3,799,169	2,17,19,395	50,231,982	28,40,58,530
		Total 1909	5,855	98,113	78,245	14,44,516	4,006,106	2,07,50,263	46,194,764	26,03,12,424
		Increase	1,157	15,400	...	...	...	9,69,132	4,037,218	2,37,46,106
		Decrease	...	...	1,902	60,006	206,937	...	...	...

* Excluding Rs. 6,65,828 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Burhwal (3′ 3½″ gauge link) railway are included throughout with the Bengal and North-Western railway.

† Represents total articles of merchandise and earnings there from.

DIX 10—*concld.*

the earnings therefrom during the calendar year 1910.

over all railways in India and is therefore not the same as the total production.]

XXXV. ANIMALS.										Number.	
(1) Horses.		(2) Cattle.		(3) Sheep, etc.		(4) Elephants.		Total.		Main head.	Remarks.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
* Tons.	Rs.	* Tons.	Rs.	* Tons.	Rs.	* Tons.	Rs.	* Tons.	Rs.		
87	1,853	13,529	65,024	4,147	46,922	7	181	17,770	1,14,880	1	
576	11,014	15,799	1,94,144	20,385	4,17,764	...	...	36,760	6,22,922	2	
91	1,260	5,723	44,506	498	6,214	2	220	6,314	52,200	3	
3,124	89,313	9,873	1,85,713	6,494	1,51,204	3	1,037	19,494	4,27,267	4	
1,800	71,827	16,859	1,63,119	3,730	65,533	1	76	22,390	3,00,555	5	
609	12,980	2,863	29,185	4,940	50,806	...	...	8,412	92,971	6	
254	2,912	56	940	39	536	...	...	349	4,388	7	
5,987	1,09,095	13,971	1,71,323	823	16,248	31	36	20,812	2,96,702	8	
971	27,091	720	7,284	145	2,557	...	...	1,836	36,932	9	
115	1,752	3,752	24,493	10,262	61,098	47	1,073	14,176	88,416	10	
14	283	302	3,025	160	1,713	...	...	476	5,021	11	
312	4,789	7,929	90,877	341	3,882	...	...	8,582	99,548	12	
...	...	...	...	...	...	...	...	...	...	13	
30	409	705	4,322	14	97	...	...	749	4,828	14	
957	35,236	4,681	1,22,741	2,264	69,220	...	...	7,902	2,27,197	15	
...	...	...	...	...	...	...	...	...	...	16	‡ Information not furnished.
...	...	97	460	...	...	...	...	97	460	17	
105	2,079	45	1,097	33	724	...	...	183	3,900	7	
248	3,371	202	2,595	29	200	...	...	479	6,166	18	
34	282	170	767	5	105	...	...	209	1,154	19	
1,000	23,384	8,529	82,516	13,441	1,89,958	...	...	22,970	2,95,858	2	
20	175	58	577	6	54	...	...	84	806	20	
29	224	8	59	11	3	...	...	48	315	21	
...	...	...	...	...	...	...	...	...	...	24	
...	...	...	...	...	...	...	...	...	...	25	
...	...	...	...	...	...	...	...	...	...	26	
...	...	...	...	...	...	...	...	...	...	28	
...	...	...	...	...	...	...	...	...	...	30	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	20	
...	...	...	...	...	...	...	...	...	...	33	
...	...	...	...	...	...	...	...	...	...	34	
...	...	...	...	...	...	...	...	...	...	35	
...	...	1	16	...	...	...	...	1	16	37	
...	...	...	...	...	...	...	...	...	...	38	
...	...	...	...	...	...	...	...	...	...	39	
...	...	...	...	...	...	...	...	...	...	41	
...	...	...	...	...	...	...	...	...	...	42	
16,363	3,99,329	105,872	11,95,668	67,767	10,84,867	91	2,623	190,093	26,82,502		
12,962	2,64,049	106,708	10,19,309	1,51,939	9,55,437	49	874	271,658	22,39,669		
3,401	1,35,280	...	1,76,374	...	1,29,430	42	1,749	...	4,42,833		
...	...	836	...	84,172	...	...	...	81,565	...		

* Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 tons.
A sheep, goat, etc. ... ... = 0·025 ,,
An elephant ... ... = 2·50 ,,

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	1	2	3	4					5		6		7	
				Description of railway worked.										Financial results.			
							Total length of the under-noted gradients.					Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, *i.e.*, on the mileage earning revenue. *Per cent.*		Percentage of net earnings on paid up capital. *Per cent.*	
Main head.	Sub-head.			Gauge of railway.	Mean mileage worked. *Miles.*	Number of stations. No.	(*a*) $\frac{1}{50}$ and less. *Miles.*	(*b*) $\frac{1}{51}$ to $\frac{1}{80}$. *Miles.*	(*c*) $\frac{1}{81}$ to $\frac{1}{100}$. *Miles.*	(*d*) $\frac{1}{101}$ to $\frac{1}{200}$. *Miles.*	(*e*) $\frac{1}{201}$ to $\frac{1}{300}$. *Miles.*	(*a*) Length *Miles.*	(*b*) Inclination.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		5′ 6″	1,809·90	281	...	0·15	105·15	597·83	147·85	0·15	$\frac{1}{250}$	2·89	1·81	2·89	1·81
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		5′ 6″	1,173·60	186	...	1·32	0·31	256·43	93·12	1·32	$\frac{1}{80}$	4·15	2·96	...	...
3	(*a*)	Eastern Bengal State		5′ 6″	504·47	138	...	...	...	...	7·28	3·31	$\frac{1}{300}$	1·69	3·30	...	...
4	(*a*) to (*d*)	East Indian . .		5′ 6″	2,524·94	435	5·90	17·66	48·86	211·06	162·87	14·26	$\frac{1}{80}$	4·47	4·10	...	...
5	(*a*) to (*g*)	Great Indian Peninsula.	G. I. P.	5′ 6″	1,769·98	292	19·31	2·82	61·90	569·29	215·98	5·99	$\frac{1}{37}$	4·67	2·21	...	...
			I. M.	5′ 6″	1,182·08	160	6·79		10·55	365·80	144·36	2·40	$\frac{1}{87}$	2·29	1·11	2·48	1·22
6	(*a*) & (*b*)	Madras and Southern Mahratta.		5′	1,041·61	210	...	13·60	34·42	184·96	113·28	0·80	$\frac{1}{60}$	2·74	1·95	*2·67	*1·70
7	(*a*) & (*b*)	Nizam's Guaranteed State.		5′ 6″	354·70	45	...	...	79·19	110·99	18·22	2·52	$\frac{1}{100}$	†3·18	†2·85	†2·78	†2·50
8	(*a*) to (*h*)	North-Western State		5′ 6″	4,498·58	738	82·62	93·23	152·22	143·82	115·46	5·60	$\frac{1}{25}$	1·43	2·43	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand State		5′ 6″	1,340·35	225	...	9·30	6·41	19·15	22·56	2·25	$\frac{1}{75}$	2·62	2·30	...	...
10	(*a*)	South Indian . .		5′ 6″	5,771·94	81	...	9·26	15·00	86·75	39·19	1 42	$\frac{1}{62}$	1·97	1·83	...	...
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam-Bengal . .		3′3⅜″	785·20	134	10·11	35·53	26·27	104·11	307·74	4·84	$\frac{1}{37}$	0·21	0·37	...	...
12	(*a*) & (*b*)	Bengal and North-Western.		3′3⅜″	1,974·19	340	...	...	0·63	4·03	4·73	0·63	$\frac{1}{100}$	3·96	2·37	...	...
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		3′3⅜″	461·28	69	1·83	0·28	2·76	133·42	66·92	1·83	$\frac{1}{50}$	3·93	3·07	...	...
15	(*a*) & (*b*)	Burma . . .		3′3⅜″	1,527·08	298	64·52	31·83	47·78	155·52	142·80	9·81	$\frac{1}{25}$	3·05	1·19	...	...
8	(*b*) to (*d*)	Eastern Bengal State‡		3′3⅜″	1,073·83	187	0·34	0·52	3·84	41·53	35·77	0·82	$\frac{1}{180}$	1·65	2·85	...	...
7	(*c*)	Hyderabad-Godavari Valley.		3′3⅜″	391·13	52	...	...	...	221·73	13·95	5·41	$\frac{1}{133}$	4·89	1·64	4·95	1·66
18	(*a*) to (*d*)	Jodhpur-Bikaner .		3′3⅜″	992·67	105	...	...	...	189·15	81·94	2·31	$\frac{1}{150}$	5·08	4·92	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta.		3′3⅜″	2,086,08	317	16·25	81·55	692·73	385·96	117·53	16·25	$\frac{1}{40}$	2·75	1·40	*2·67	*1·70
10	(*d*)	Nilgiri . . .		3′3⅜″	28·96	12	22·95	1·61	0·27	0·18	...	0·27	$\frac{1}{15}$	0·80	0·18	...	...
2	(*h*) to (*n*)	Rajputana-Malwa .		3′3⅜″	2,175·46	305	3·40	0·23	18·75	348·10	219·88	3·40	$\frac{1}{40}$	3·98	3·65	...	...
20	(*a*) & (*b*)	Rohilkund and Kumaon.		3′3⅜″	436·68	71	...	6·41	8·89	14·61	14·64	3·44	$\frac{1}{70}$	3·83	2·89	...	...
10	(*f*)	Shoranur-Cochin .		3′3⅜″	64·75	15	...	13·75	9·14	7·45	3·08	13·75	$\frac{1}{80}$	2·11	1·59	...	...
10	(*b*), (*c*) (*e*) & (*g*) to (*i*)	South Indian . . .		3′3⅜″	1,111·12	254	0 04	14·64	130·82	244·55	103·73	0·04	$\frac{1}{50}$	3·97	3·89	...	...
21	(*a*)	Udaipur-Chitorgarh .		3′3⅜″	68·72	11	...	...	1·10	30·75	6·98	0·46	$\frac{1}{100}$	3·34	3·02	...	...
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		2′ 6″	431·45	58	...	34·24	83·61	97·95	27·15	0 08	$\frac{1}{75}$	0·88	0·24	0·88	0·24
8	(*i*)	Kalka-Simla . .		2′ 6″	59·92	20	6·00	2·38	9·94	3·40	...	1·33	$\frac{1}{33}$	−0·23	0·41	...	...
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		2′ 6″	102·00	17	0·06	...	27·57	30·06	22·77	3·36	$\frac{1}{100}$	−0·81	−0·75	...	...
10	(*j*)	Morappur-Dharmapuri		2′ 6″	18·53	3	...	5·33	2·73	3·33	...	4·53	$\frac{1}{97}$	0·40	0·74	...	...
1	(*f*)	Purulia-Ranchi . .		2′ 6″	72·68	10	...	9·57	23·74	13·24	3·24	9·57	$\frac{1}{80}$	2·44	1·44	2·44	1·44
1	(*g*)	Raipur-Dhamtari .		2′ 6″	56·94	14	0·51	...	...	17·83	2·55	0·51	$\frac{1}{20}$	2·63	1.11	2·63	1·11
10	(*k*)	Tirupattur-Krishnagiri.		2′ 6″	25·38	5	...	8·21	2·29	4·15	0·21	7·18	$\frac{1}{97}$	0·89	0·64	...	...

*For both 5′ 6″ and 3′ 3⅜″ gauges. † For the Nizam's Guaranteed State railway only.
‡ Figures for 1st-half exclude Cooch Behar railway (Native State section).

DIX 11.

during each half of the calendar year 1910.

prepare these statistics.]

8		9		10		11		12		13		14		15		16		Number.
Outlay, earnings and expenses. (*Exclusive of Steam-boat Service*).																		
Capital outlay per mile open. *Rs.*		Total earnings per mile open per week. *Rs.*		Total working expenses per mile open per week. *Rs.*		Total earnings per train-mile. *Rs.*		Total working expenses per train-mile. *Rs.*		Net earnings per train-mile. *Rs.*		Cost per 1000 gross ton miles moved (freight and dead weight). *Rs.*		Percentage of total working expenses on total earnings. *Per cent.*		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. *Per cent.*		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,62,920	1,63,901	341	273	149	150	4·48	3·80	1·95	2·09	2·53	1·71	4·06	4·57	43·58	55·03	42·19	53·86	1
1,72,329	1,74,352	531	440	213	234	5·77	5·23	2·64	2·77	3·13	2·46	6·14	6·74	45·72	53·02	44·64	51·98	2
2,50,855	2,49,566	548	714	368	360	3·93	4·53	2·65	2·28	1·28	2·25	7·14	5·32	67·39	50·42	67·05	49·97	3
2,47,656	2,46,045	703	651	274	257	4·69	4·40	1·83	1·74	2·86	2·67	3·25	3·17	38·94	39·94	37·60	38·03	4
2,24,020	2,28,382	540	411	262	272	4·27	3·52	2·07	2·34	2·20	1·18	5·06	6·08	48·40	66·48	47·24	65 30	5
1,51,796	1,52,774																	
1,61,493	1,63,045	379	322	203	196	4·36	4·20	2·34	2·56	2·02	1·64	6·13	7·01	53·72	60·95	52·17	59·89	6
1,36,898*	1,37,155*	326	288	153	135	4·16	3·62	1·95	1·70	2·21	1·92	5·13	4·48	46·90	46·87	46·38	45·56	7
1,62,633	1,60,129	353	341	259	185	4·10	4·08	3·01	2·22	1·09	1·86	7·51	5·46	73·55	54·38	72·48	52·30	8
1,25,218	1,26,926	275	244	139	128	3·72	3·47	1·88	1·82	1·84	1·65	4·67	4·61	50·50	52·48	49·06	50·89	9
1,41,435	1,43,011	279	267	169	163	3·54	3·62	2·14	2·21	1·40	1·41	6·77	7·13	60·34	60·94	59·47	60·60	10
1,69,592	1,70,281	123	130	108	106	2·87	2·91	2·54	2·36	0·33	0·55	10·81	9·48	88·55	81·13	87·96	80·73	11
78,175	78,428	187	138	61	65	3·18	2·55	1·14	1·19	2·04	1·36	4·44	4·88	35·66	46·67	34·22	45·18	12
50,729	50,763	148	117	68	53	3·19	2·95	1·46	1·35	1·73	1·60	9·36	8·44	45·75	45·74	45·52	45·42	14
1,12,671	1,14,441	289	209	150	152	3·57	2·66	1·85	1·94	1·72	0·72	7·28	8·65	51·76	73·05	51·13	72·00	15
1,00,245	1,00,260	187	221	113	111	3·03	3·37	1·83	1·69	1·20	1·68	7·69	7·90	60·46	50·15	56·98	47·46	8
69,703	70,029	221	139	88	94	3·44	2·48	1·38	1·68	2·06	0·80	6·78	9·10	39·99	67·57	38·27	65·28	7
25,050	25,480	97	87	46	38	2·91	2·64	1·38	1·14	1·53	1·50	6·34	5·36	47·32	43·18	46·88	41·87	18
77,453	77,452	175	133	93	88	3·08	2·58	1·64	1·72	1·44	0·86	7·89	8·46	53·31	66·74	52·25	65·59	6
2,52,596	2,56,059	314	293	236	275	4·61	4·23	3·46	3·97	1·15	0·26	49·74	52·12	75·12	93·83	74·62	93·57	20
81,472	82,012	257	240	126	119	3·57	3·62	1·75	1·80	1·82	1·82	7·07	7·46	48·93	49·59	48·31	48·71	2
61,383	59,542	147	132	60	62	3·37	3·21	1·37	1·53	2·00	1·68	5·34	6·54	40·66	47·69	40·28	46·96	21
1,06,378	1,06,541	178	156	91	91	2·93	2·52	1·50	1·46	1·43	1·06	8·41	8·92	51·04	58·04	50·97	57·76	10
90,756	91,592	293	300	148	155	3·27	3·24	1·64	1·68	1·63	1·56	8·05	8·15	50·26	51·85	49·74	51·24	10
31,155	31,165	75	66	35	31	4·58	4·33	2·18	2·02	2·40	2·31	10·50	9·94	47·52	46·53	47·50	46·41	21
60,266	56,918	70	55	50	50	2·22	1·94	1·57	1·74	0·65	0·20	7·58	8·26	70·90	89·89	69·38	89·12	1
3,20,037	3,24,148	295	337	323	316	3·59	3·94	3·93	3·39	—0·34	0·55	49·76	41·90	109·41	86·14	109·55	68·06	8
67,053	67,123	61	63	82	82	0·86	0·93	1·15	1·22	—0·29	—0·39	20·40	20·54	134·24	130·94	134·52	131·40	8
44,871	44,947	42	53	35	40	0·95	1·19	0·79	0·90	0·16	0·29	9·21	9·59	83·42	75·47	83·37	75·41	19
66,552	66,754	109	83	46	46	3·86	2·73	1·44	1·52	1·94	1·21	6·83	7·48	42·49	55·55	42·49	55·55	1
24,941	24,941	48	35	23	24	2·37	1·75	1·13	1·21	1·24	0·54	10·49	14·17	47·59	69·25	47·57	67·85	1
42,302	42,321	43	44	28	43	1·47	1·33	0·97	1·31	0·50	0·02	10·34	13·93	65·75	98·54	65·75	98·53	19

* For the Nizam's Guaranteed State railway only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Serial number.	17		18		19		20		21		22		23	
			Outlay, earnings and expenses—*concld.* (*Inclusive of Steam-boat Service.*)		Division of expenditure between coaching and goods traffic.						COACHING					
											Gross receipts and train-mileage—					
Main head.	Sub-head.	Railway system.	Percentage of total working expenses on total earnings (for details see items 123-129).		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs.)		Proportions, *dividing expenditure in ratio of gross ton-mileage (freight and dead load)*— Coaching (in thousands of Rs.).		Goods (in thousands of Rs.).		Receipts from coaching traffic (in thousands of rupees).		Coaching train-miles run (in thousands.)		Average coaching receipts per train-mile.	
			Per cent.				*Rs.*		*Rs.*		*Rs.*		*No.*		*Rs.*	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.														
1	(*a*)	Bengal-Nagpur .	44·66	56·52	65,78	66,78	17,22	21,37	48,56	45,41	46,97	48,45	1,528	1,657	3·07	2·92
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	45·72	53·02	72,10	69,31	26,85	32,71	45,25	36,60	52,49	48,96	1,550	1,654	3·39	2·96
3	(*a*)	Eastern Bengal State	67·39	50·42	44,29	44,40	20,48	17,54	23,81	26,86	33,52	31,22	1,206	1,230	2·78	2·54
4	(*a*) to (*d*)	East Indian . .	39·06	39·54	1,74,31	1,63,90	47,68	47,98	1,26,63	1,15,92	1,42,33	1,41,35	4,301	4,409	3·31	3·21
5	(*a*) to (*g*)	Great Indian Peninsula.	48·40	66·48	1,96,81	2,05,54	65,22	81,24	1,31,59	1,24,30	1,13,82	1,10,13	4,550	4,737	2·50	2·32
6	(*a*) & (*b*)	Madras and Southern Mahratta.	53·72	60·95	52,29	50,89	20,50	22,95	31,79	27,94	40,61	36,73	1,230	1,270	3·30	2·89
7	(*a*) & (*b*)	Nizam's Guaranteed State.	46·90	46·87	13,17	11,14	3,72	3,34	9,45	7,80	6,95	6,53	299	310	2·32	2·11
8	(*a*) to (*h*)	North Western State	73·56	54·38	2,88,43	2,12,29	97,12	76,70	1,91,31	1,35,59	1,37,78	1,45,38	4,838	5,178	2·85	2·81
9	(*a*) & (*b*)	Oudh and Rohilkhand State	50·50	52·48	43,04	42,25	20,55	21,31	22,49	20,94	46,35	46,32	1,447	1,544	3·20	3·00
10	(*a*)	South Indian . .	60·34	60·94	16,71	16,31	7,21	7,74	9,50	8,57	13,25	12,68	506	500	2·62	2·54
		3′ 3⅜″ Gauge.														
11	(*a*)	Assam-Bengal . .	88·70	81·24	20,55	18,91	7,53	7,08	13,02	11,83	12,58	10,90	359	407	3·50	2·68
12	(*a*) & (*b*)	Bengal and North-Western.	36·71	48·31	32,37	31,33	14,01	16,15	18,36	15,18	43,65	38,81	1,490	1,547	2·93	2·51
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	45·75	45·74	7,85	6,17	4,60	3,79	3,25	2,38	10,13	8,81	387	344	2·62	2·56
15	(*a*) & (*b*)	Burma . . .	52·46	73·99	56,70	58,23	20,09	23,24	36,61	34,99	47,55	38,51	1,209	1,287	3·93	2·99
3	(*b*) to (*d*)	Eastern Bengal State*	68·37	52·18	30,50	30,17	13,17	13,33	17,33	16,84	25,68	28,26	996	1,014	2·58	2·79
7	(*c*)	Hyderabad-Godavari Valley.	39·99	67·57	8,56	9,02	3,18	4,61	5,38	4,41	7,16	6,24	316	349	2·27	1·79
18	(*a*) to (*d*)	Jodhpur-Bikaner .	47·32	43·18	11,32	9,43	4,42	4,06	6,90	5,37	11,28	11,01	376	411	3·00	2·68
6	(*c*) to (*l*)	Madras and Southern Mahratta.	53·31	66·74	49,60	46,54	16,24	17,63	33,36	28,91	35,91	29,40	1,149	1,160	3·13	2·54
10	(*d*)	Nilgiri . . .	75·12	93·83	1,76	2,06	1,09	1,22	67	84	1,37	1,00	29	30	4·70	3·35
2	(*h*) to (*n*)	Rajputana-Malwa .	48·93	49·59	68,90	65,19	25,61	29,14	43,29	36,05	56,98	59,60	1,910	2,012	2·98	2·96
20	(*a*) & (*b*)	Rohilkund and Kumaon.	39·13	47·22	6,62	6,69	2,33	2,85	4,29	3,84	7,16	7,58	225	228	3·18	3·32
10	(*f*)	Shoranur-Cochin .	51·04	58·04	1,50	1,51	78	78	72	73	1,87	1,51	72	72	2·61	2·11
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian . .	50·26	51·85	40,90	44,00	21,26	22,67	19,64	21,33	49,11	49,08	1,486	1,536	3·31	3·19
21	(*a*)	Udaipur-Chitorgarh .	47·52	46·53	60	53	41	38	19	15	82	69	19	18	4·36	3·72
		2′ 6″ Gauge.														
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.	70·90	89·89	5,45	5,58	1,94	2,18	3,51	3,40	3,28	2,78	119	126	2·77	2·20
8	(*i*)	Kalka-Simla . .	109·41	86·41	4,96	4,86	2,01	2,28	2,95	2,59	2,45	3,14	53	76	4·60	4·14
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.	134·24	130·94	2,14	2,16	1,16	1,20	98	96	1,13	1,14	105	105	1·08	1·09
10	(*j*)	Morappur-Dharmapuri	83·42	75·47	17	19	13	13	4	6	15	16	15	15	0·98	1·09
1	(*f*)	Purulia-Ranchi .	42·49	55·55	87	86	53	59	34	27	1,23	94	40	42	3·09	2·27
1	(*g*)	Raipur-Dhamtari .	47·59	69·25	34	35	12	15	22	20	39	29	15	18	2·63	1·65
10	(*k*)	Tirupattur-Krishnagiri.	65·75	98·54	18	28	12	18	6	10	19	20	13	13	1·47	1·46

* Figures for 1st-half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

24	25	26	27	28	29	30	31	32	Number.
TRAFFIC.									
Units and Unit-mileage—									
Number of units carried one mile (*in thousands*).						Average sum received for carrying a unit one mile.			
1st class. *Unit-miles.*	2nd class. *Unit-miles.*	3rd or inter. class. *Unit-miles.*	4th or lowest class. *Unit-miles.*	Total passenger unit mileage. *Unit-miles.*	Other coaching traffic. *Ton-miles.*	1st class. *Pies.*	2nd class. *Pies.*	3rd or inter. class. *Pies.*	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
2,248 / 1,890	4,571 / 5,004	7,546 / 7,705	306,930 / 316,006	321,295 / 330,605	2,110 / 2,353	12·95 / 12·95	6·56 / 6·57	3·13 / 3·13	1
2,040 / 1,655	12,724 / 9,703	15,374 / 12,902	366,928 / 345,631	397,066 / 369,891	4,192 / 4,122	12·23 / 12·23	5·46 / 5·77	2·67 / 2·68	2
1,444 / 1,665	3,357 / 3,960	19,483 / 22,725	204,033 / 181,838	228,317 / 210,188	1,131 / 1,397	14·21 / 13·02	6·87 / 6·46	3·03 / 2·95	3
6,473 / 6,679	12,557 / 18,455	65,444 / 72,304	910,658 / 891,208	995,132 / 988,647	10,641 / 10,579	14·52 / 13·13	6·82 / 5·76	3·28 / 3·07	4
8,097 / 9,320	19,710 / 23,747	*56,844 / *54,337	635,475 / 574,665	720,126 / 662,069	10,089 / 9,653	14·96 / 13·16	6·73 / 6·04	*2·93 / *3·00	5
2,022 / 1,848	5,117 / 5,189	1,316 / 1,286	258,767 / 229,901	267,222 / 238,224	3,161 / 2,785	14·84 / 14·27	6·99 / 6·70	4·50 / 4·50	6
337 / 327	1,905 / 1,916	*4,831 / *4,605	40,204 / 35,840	47,277 / 42,688	448 / 425	13·94 / 13·83	5·29 / 5·43	*2·78 / *2·63	7
4,966 / 5,393	14,320 / 17,243	53,239 / 56,546	922,937 / 938,199	995,462 / 1,017,381	6,664 / 9,883	14·04 / 12·91	5·94 / 5·37	3·42 / 3·33	8
1,488 / 1,602	4,376 / 5,621	24,180 / 25,983	283,658 / 269,999	313,702 / 303,204	1,924 / 2,233	18·40 / 15·70	7·81 / 6·48	3·03 / 3·04	9
820 / 753	3,280 / 2,922	... / ...	87,993 / 83,707	92,093 / 87,381	862 / 827	11·77 / 11·49	5·17 / 5·17	... / ...	10
456 / 443	710 / 748	951 / 1,018	74,021 / 56,962	76,138 / 59,171	504 / 691	15·36 / 15·37	7·61 / 7·50	3·93 / 3·86	11
511 / 396	1,712 / 1,531	5,824 / 5,853	380,198 / 336,228	388,245 / 344,008	1,076 / 1,227	12·38 / 12·69	5·86 / 6·05	3·07 / 3·13	12
226 / 158	1,394 / 1,089	1,809 / 1,547	58,707 / 52,329	62,136 / 55,123	312 / 226	12·00 / 12·00	6·00 / 6·00	4·00 / 4·00	14
1,979 / 1,790	3,844 / 3,802	... / ...	270,001 / 212,921	275,824 / 218,513	1,259 / 1,289	15·55 / 15·40	8·12 / 8·09	... / ...	15
737 / 504	1,828 / 1,871	15,460 / 14,617	150,216 / 163,266	168,241 / 180,253	1,120 / 1,985	14·23 / 14·45	8·47 / 7·17	2·70 / 2·88	3
251 / 252	1,854 / 1,678	... / ...	52,232 / 43,552	54,337 / 45,482	271 / 266	10·74 / 10·59	5·31 / 5·46	... / ...	7
192 / 200	855 / 1,014	3,060 / 2,949	87,839 / 84,628	91,946 / 88,791	504 / 530	13·89 / 13·75	6·82 / 6·81	2·86 / 2·86	18
1,133 / 985	4,159 / 3,957	... / ...	275,840 / 222,482	281,132 / 227,424	1,582 / 1,318	14·72 / 14·60	7·12 / 6·99	... / ...	6
92 / 224	165 / ...	... / ...	1,837 / 1,754	2,094 / 1,978	34 / 19	42·95 / 21·33	18·88 / ...	... / ...	10
1,493 / 1,228	4,292 / 4,400	9,537 / 9,203	454,757 / 483,668	470,079 / 498,499	3,263 / 3,467	15·53 / 15·28	7·16 / 7·01	2·97 / 2·96	2
171 / 189	718 / 1,070	643 / 656	51,349 / 52,127	52,881 / 54,042	198 / 224	25·50 / 26·52	11·47 / 9·87	4·48 / 4·46	20
76 / 70	417 / 306	... / ...	12,580 / 9,920	13,073 / 10,296	38 / 36	11·91 / 11·69	5·34 / 5·84	... / ...	10
1,560 / 1,493	7,603 / 7,058	... / ...	420,803 / 417,395	429,966 / 425,946	1,543 / 1,543	11·31 / 11·30	4·99 / 5·55	... / ...	10
41 / 28	47 / 49	60 / 40	6,599 / 5,659	6,747 / 5,776	34 / 27	18·00 / 17·86	8·98 / 9·00	3·00 / 3·00	21
67 / 67	133 / 145	179 / 205	28,050 / 23,133	28,429 / 23,550	* 101 / 107	15·40 / 15·66	7·11 / 6·97	3·96 / 3·70	1
123 / 223	254 / 368	... / ...	1,955 / 2,288	2,332 / 2,879	64 / 84	56·88 / 47·61	26·34 / 23·20	... / ...	8
49 / 40	75 / 81	233 / 272	8,266 / 8,341	8,623 / 8,734	22 / 23	13·84 / 13·73	7·25 / 6·82	3·37 / 3·36	8
... / 1	26 / 12	... / ...	1,104 / 1,151	1,130 / 1,164	2 / 2	12·16 / 12·00	2·92 / 5·99	... / ...	10
36 / 34	100 / 115	150 / 184	6,674 / 4,854	6,960 / 5,187	38 / 36	14·82 / 14·99	7·43 / 7·39	4·44 / 3·85	1
4 / 4	13 / 16	28 / 24	2,292 / 1,718	2,337 / 1,762	9 / 8	15·39 / 15·27	7·36 / 7·30	4·50 / 4·50	1
1 / 1	33 / 17	... / ...	1,363 / 1,365	1,397 / 1,383	5 / 5	11·99 / 12·00	3· 0 0 / 6·00	... / ...	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do no

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	33		34		35		36		37		38		39	
				COACHING													
				Units and unit-													
				Average sum received for carrying a unit one mile—*concluded.*						Average number of units in a							
Main head.	Sub-head.			4th or lowest class. *Pies.*		Average for all classes. *Pies.*		Other coaching traffic per ton-mile. *Pies.*		1st class. *No.*		2nd class. *No.*		3rd or intermediate class. *No.*		4th or lowest class. *No.*	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur. .		2·40	2·40	2·55	2·54	39·70	39·03	1·47	1·14	2·99	3·02	4·94	4·65	200·82	190·72
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		2·04	2·07	2·23	2·23	29·03	27·93	1·31	1·00	8·21	5·87	9·92	7·80	236·76	208·93
3	(*a*)	Eastern Bengal State		2·38	2·34	2·58	2·57	47·46	42·53	1·19	1·35	2·79	3·22	16·16	18·47	169·23	147·83
4	(*a*) to (*d*)	East Indian . .		2·21	2·20	2·42	2·41	30·36	31·50	1·51	1·51	2·92	4·19	15·21	16·40	211·74	202·12
5	(*a*) to (*g*)	Great Indian Peninsula.		2·22	2·32	2·54	2·66	34·98	36·58	1·78	1·97	4·33	5·01	*12·49	*11·47	139·66	121·31
6	(*a*) & (*b*)	Madras and Southern Mahratta.		2·29	2·33	2·48	2·53	36·78	36·71	1·64	1·46	4·16	4·09	1·07	1·01	210·40	181·02
7	(*a*) & (*b*)	Nizam's Guaranteed State.		2·22	2·30	2·49	2·58	35·35	35·71	0·87	0·83	4·92	4·84	...	...	116·47	102·17
8	(*a*) to (*h*)	North Western State		2·26	2·26	2·43	2·43	33·74	32·52	1·03	1·04	2·96	3·33	11·00	10·92	190·75	181·19
9	(*a*) & (*b*)	Oudh and Rohilkhand State.		2·39	2·44	2·59	2·63	40·36	40·80	1·03	1·04	3·02	3·64	16·71	16·83	196·02	174·92
10	(*a*)	South Indian . .		2·23	2·27	2·42	2·45	36·62	35·57	1·62	1·51	6·49	5·84	...	...	174·02	167·34
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam-Bengal . .		2·75	2·87	2·99	3·04	42·82	42·84	1·27	1·09	1·98	1·84	2·65	2·50	206·16	139·96
12	(*a*) & (*b*)	Bengal and North-Western.		1·99	1·99	2·04	2·04	42·64	34·23	0·34	0·26	1·15	0·99	3·91	3·78	255·17	217·30
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		2·75	2·75	2·89	2·88	47·46	47·25	0·58	0·46	3·60	3·17	4·67	4·50	151·52	152·15
15	(*a*) & (*b*)	Burma . . .		2·98	2·99	3·14	3·18	36·49	34·87	1·64	1·39	3·18	2·96	...	...	223·26	165·43
3	(*b*) to (*d*)	Eastern Bengal State†		2·47	2·42	2·61	2·54	47·52	42·71	0·74	0·50	1·84	1·84	15·53	14·41	150·85	160·92
7	(*c*)	Hyderabad-Godavari Valley.		2·18	2·23	2·33	2·39	41·02	40·86	0·71	0·69	5·25	4·63	...	...	147·87	120·09
18	(*a*) to (*d*)	Jodhpur-Bikaner .		2·04	2·03	2·13	2·14	40·41	40·20	0·51	0·49	2·28	2·47	8·14	7·18	233·84	206·15
6	(*c*) to (*l*)	Madras and Southern Mahratta.		2·08	2·08	2·20	2·22	44·68	44·62	0·98	0·85	3·62	3·41	...	...	240·16	191·87
10	(*d*)	Nilgiri . . .		5·13	4·94	7·87	6·79	289·59	294·70	3·17	7·54	5·69	...	...	...	63·21	59·01
2	(*h*) to (*n*)	Rajputana-Malwa .		2·01	2·01	2·12	2·10	30·13	28·09	0·78	0·61	2·25	2·19	4·99	4·57	238·14	240·36
20	(*a*) & (*b*)	Rohilkund and Kumaon.		2·15	2·16	2·38	2·43	57·55	64·48	0·76	0·83	3·19	4·69	2·86	2·88	228·16	228·45
10	(*f*)	Shoranur-Cochin .		2·45	2·49	2·60	2·65	50·34	49·60	1·07	0·98	5·88	4·26	...	...	175·79	138·22
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian . .		1·97	1·99	2·06	2·08	36·81	37·14	1·05	0·97	5·12	4·59	...	...	283·26	271·66
21	(*a*)	Udaipur-Chitorgarh .		2·00	1·99	2·15	2·14	33·94	33·85	2·18	1·48	2·53	2·64	3·20	2·17	352·38	304·65
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		2·00	2·00	2·07	2·08	41·97	40·47	0·56	0·53	1·12	1·15	1·51	1·62	236·34	182·79
8	(*i*)	Kalka-Simla . .		10·50	10·50	14·68	15·00	200·52	202·71	2·32	2·95	4·77	4·85	...	...	36·73	30·17
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		2·25	2·25	2·39	2·38	50·60	48·84	0·47	0·38	0 71	0·77	2·21	2·59	78·62	79·38
10	(*j*)	Morappur-Dharmapuri		2·42	2·49	2·44	2·53	59·38	59·09	0·02	0·04	1·72	0·80	...	...	72·60	78·70
1	(*f*)	Purulia-Ranchi . .		3·00	3·00	3·16	3·21	42·43	42·20	0·91	0·82	2·53	2·77	3·77	4·41	168·10	116·51
1	(*g*)	Raipur-Dhamtari .		3·00	3·00	3·07	3·09	45·40	36·18	0·30	0·21	0·87	0·92	1·86	1·32	152·59	95·29
10	(*k*)	Tirupattur-Krishnagiri.		2·41	2·50	2·43	2·55	42·52	43·76	0·05	0·06	2·61	1·31	...	...	106·61	102·37

* Third class by mail.

† Figures for 1st-half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

40	41	42	43	44	45	46	47	48	Number.

TRAFFIC—*continued.*

MILEAGE—*concld.*		VEHICLES AND VEHICLE MILEAGE.													
train—		Number of coaching vehicles hauled one mile (in thousands).													
Total passenger units. *No.*		Other coaching traffic. *Tons.*		1st class. *Vehicle miles.*		2nd class. *Vehicle miles.*		3rd or intermediate class. *Vehicle miles.*		4th or lowest class. *Vehicle miles.*		Other vehicles. *Vehicle miles.*		Brake-vans. *Vehicle miles.*		Total. *Vehicle miles.*		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
210·22	199·53	1·38	1·42	1,881	1,994	1,760	1,847	1,275	1,359	15,953	17,627	1,313	1,185	1,439	1,609	23,621	25,621	1
256·20	223·60	2·70	2·49	1,226	1,281	2,890	3,101	1,247	1,268	14,028	15,059	2,333	2,495	2,073	2,331	23,797	25,535	2
189·37	170·87	0·94	1·14	1,104	1,447	1,273	1,367	2,084	2,399	7,709	9,508	1,483	2,070	1,210	1,348	14,863	18,139	3
231·38	224·22	2·47	2·40	5,890	5,879	6,915	7,258	10,047	10,204	39,029	42,618	4,401	4,423	6,274	4,199	72,586	74,581	4
158·26	139·76	2·22	2·04	7,156	7,193	6,959	6,927	*3,956	*4,126	30,161	31,723	6,874	6,793	7,452	7,666	62,558	64,428	5
217·27	187·58	2·57	2·19	1,167	1,136	1,346	1,352	398	396	9,264	9,270	1,705	1,799	2,574	2,630	16,454	16,583	6
122·26	108·84	1·16	1·07	406	407	501	523	...	...	2,026	2,039	211	209	621	645	3,765	3,826	7
205·74	196·48	1·38	1·91	5,769	5,917	5,460	5,560	6,412	6,680	40,294	43,959	4,352	5,177	7,886	9,156	70,173	76,399	8
216·78	196·43	1·33	1·45	1,980	2,141	1,805	1,961	2,912	3,071	11,154	11,889	1,773	1,864	2,475	2,840	22,099	23,766	9
182·13	174·69	1·71	1·65	436	425	635	553	...	...	2,964	3,024	434	434	842	800	5,311	5,236	10
212·06	145·39	1·40	1·70	587	690	581	682	278	290	4,212	4,465	361	364	347	347	6,366	6,838	11
260·57	222·33	0·72	0·79	2,891	2,915	2,617	2,617	2,600	2,694	29,508	28,463	462	417	3,666	4,037	41,744	41,143	12
160·37	160·28	0·80	0·66	539	449	633	515	416	367	3,463	3,246	144	136	670	627	5,870	5,340	14
228·08	169·78	1·04	1·00	1,716	1,697	2,004	1,853	..	...	19,932	19,624	1,856	1,193	1,760	1,755	27,268	26,122	15
168·96	177·67	1·12	1·96	1,363	1,358	917	953	2,064	1,999	10,504	9,303	1,504	1,750	1,035	1,077	17,387	16,440	3
153·83	125·41	0·77	0·73	463	489	536	520	...	...	3,028	3,276	211	206	516	628	4,754	5,119	7
244·77	216·29	1·34	1·29	451	457	451	467	597	618	5,073	5,576	455	457	149	234	7,176	7,809	18
244·76	196·13	1·38	1·14	1,746	1,669	1,809	1,729	...	...	14,926	14,921	1,366	1,260	1,825	1,738	21,672	21,317	6
72·07	66·55	1·16	0·65	36	52	10	...	...	...	93	87	35	42	11	8	185	189	10
246·16	247·73	1·71	1·72	2,669	2,658	2,569	2,590	1,584	1,687	23,494	26,394	2,151	2,497	5,058	5,195	37,525	41,024	2
234·97	236·85	0·88	0·98	395	395	388	381	218	182	3,041	3,063	171	186	676	702	4,889	4,909	20
182·69	143·46	0·54	0·50	76	76	73	75	...	...	584	480	44	43	142	143	919	817	10
289·43	277·22	1·04	1·00	1,749	1,716	1,945	1,919	...	...	20,129	20,893	2,432	2,566	760	770	27,015	27,894	10
360·29	310·94	1·82	1·46	32	25	28	20	18	15	301	286	16	7	56	53	451	406	21
239·53	186·09	0·85	0·85	197	212	197	209	144	131	2,266	2,436	285	285	239	229	3,328	3,502	1
43·82	37·97	1·20	1·11	65	103	72	91	...	...	199	242	35	33	56	766	427	544	8
82·01	82·12	0·21	0·22	63	55	45	54	55	58	578	624	72	78	60	69	873	938	8
74·34	79·54	0·12	0·14	21	21	21	21	...	...	124	128	27	27	10	9	203	206	10
175·31	124·51	0·96	0·86	65	61	100	76	44	53	577	627	121	125	22	27	929	969	1
155·62	97·74	0·60	0·44	12	13	12	14	...	...	192	181	16	14	13	15	245	237	1
109·27	103·74	0·37	0·38	19	19	20	19	...	...	125	153	18	21	6	7	188	219	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9). Main head.	Sub-head.	Railway system.	Serial number.	49		50		51		52		53		54		55	
				COACHING													
				Vehicles and Vehicle													
				Average number of vehicles in a coaching train.													
				1st class. No.		2nd class. No.		3rd or intermediate class. No.		4th or lowest class. No.		Other vehicles. No.		Brake-vans. No.		Total. No.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(a)	Bengal-Nagpur . .		1·23	1·20	1·15	1·11	0·83	0·82	10·44	10·64	0·86	0·72	0·94	0·97	15·45	15·46
2	(a) to (g)	Bombay, Baroda and Central India.		0·79	0·77	1·86	1·88	0·80	0·77	9·05	9·10	1·51	1·51	1·34	1·41	15·35	15·44
3	(a)	Eastern Bengal State		0·92	1·18	1·05	1·11	1·73	1·95	6·39	7·73	1·23	1·68	1·00	1·10	12·32	14·75
4	(a) to (d)	East Indian . .		1·37	1·33	1·62	1·65	2·34	2·31	9·07	9·67	1·02	1·00	1·46	0·95	16·88	16·91
5	(a) to (g)	Great Indian Peninsula.		1·57	1·52	1·53	1·46	*0·87	*0·87	6·63	6·70	1·51	1·43	1·64	1·62	13·75	13·60
6	(a) & (b)	Madras and Southern Mahratta.		0·95	0·89	1·10	1·07	0·32	0·31	7·53	7·30	1·39	1·42	2·09	2·07	13·38	13·06
7	(a) & (b)	Nizam's Guaranteed State.		1·05	1·03	1·30	1·32	...	...	5·24	5·15	0·54	0·53	1·61	1·64	9·74	9·67
8	(a) to (h)	North Western State		1·19	1·14	1·13	1·07	1·32	1·28	8·33	8·49	0·90	1·00	1·63	1·77	14·50	14·75
9	(a) & (b)	Oudh and Rohilkhand State.		1·37	1·39	1·25	1·27	2·01	1·99	7·71	7·70	1·22	1·21	1·71	1·84	15·27	15·40
10	(a)	South Indian . .		0·86	0·85	1·26	1·11	...	...	5·86	6·04	0·86	0·87	1·66	1·60	10·50	10·47
		3′ 3⅜″ Gauge.															
11	(a)	Assam-Bengal . .		1·63	1·70	1·62	1·68	0·77	0·71	11·73	10·97	1·01	0·89	0·97	0·85	17·73	16·80
12	(a) & (b)	Bengal and North-Western.		1·94	1·88	1·76	1·69	1·75	1·74	19·80	18·40	0·31	0·27	2·46	2·61	28·02	26·59
14	(a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar.		1·39	1·30	1·64	1·50	1·07	1·07	8·95	9·44	0·37	0·40	1·73	1·82	15·15	15·53
15	(a) & (b)	Burma		1·42	1 32	1·66	1·44	...	...	16·48	15·25	1·53	0·93	1·46	1·36	22·55	20·30
3	(b) to (d)	Eastern Bengal State†		1·37	1·34	0·92	0·94	2·07	1·97	10·55	9·17	1·51	1·72	1·04	1·06	17·46	16·20
7	(c)	Hyderabad-Godavari Valley.		1·31	1·35	1·52	1·44	...	...	8·57	9·03	0·60	0·57	1·46	1·73	13·46	14·12
18	(a) to (d)	Jodhpur-Bikaner .		1·20	1·11	1·20	1·14	1·59	1·51	13·50	13·58	1·21	1·11	0·40	0·57	19·10	19·02
6	(c) to (l)	Madras and Southern Mahratta.		1·53	1·44	1·57	1·49	...	...	12·99	12·87	1·19	1·08	1·59	1·50	18·87	18·38
10	(d)	Nilgiri . . .		1·26	1·74	0·35	...	...	...	3·19	2·92	1·20	1·40	0·36	0·29	6·36	6·35
2	(h) to (n)	Rajputana-Malwa		1·40	1·32	1·35	1·29	0·82	0·84	12·30	13·12	1·13	1·24	2·65	2·58	19·65	20·39
20	(a) & (b)	Rohilkund and Kumaon.		1·75	1·73	1·72	1·67	0·98	0·80	13·51	13·43	0·76	0·80	3·00	3·08	21·72	21·51
10	(f)	Shoranur-Cochin .		1·06	1·06	1·03	1·05	...	...	8·16	6·69	0·62	0·59	1·98	2·00	12·85	11·39
10	(b), (c), (e) & (g) to (i)	South Indian . .		1·18	1·14	1·31	1·25	...	...	13·55	13·59	1·63	1·67	0·51	0·50	18·18	18·15
21	(a)	Udaipur-Chitorgarh .		1·69	1·33	1·51	1·09	0·95	0·80	16·09	15·39	0·86	0·38	3·01	2·85	24·11	21·87
		2′ 6″ Gauge.															
1	(b) & (c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		1·66	1·68	1·66	1·65	1·22	1·04	19·09	19·25	2·40	2·25	2·01	1·81	28·04	27·68
8	(i)	Kalka-Simla .		1·22	1·36	1·35	1·21	...	...	3·74	3·19	0·67	0·43	1·04	1·00	8·02	7·19
8	(j) & (k)	Kohat-Tha and Nowshera-Durgai.		0·60	0·53	0·42	0·51	0·53	0·55	5·50	5·94	0·68	0·75	0·57	0·65	8·30	8·93
10	(j)	Morappur-Dharmapuri		1·35	1·45	1·35	1·46	...	...	8·16	8·77	1·81	1·81	0·67	0·63	13·34	14·12
1	(f)	Purulia-Ranchi .		1·64	1·47	2·52	1·83	1·11	1·28	14·53	15·05	3·05	3·00	0·56	0·64	23·41	23·27
1	(g)	Raipur-Dhamtari .		0·79	0·74	0·79	0·74	...	...	12·75	10·05	1·07	0·76	0·90	0·85	16·30	13·14
16	(k)	Tirupattur-Krishnagiri.		1·53	1·45	1·53	1·45	...	...	9·77	11·46	1·40	1·54	0·47	0·51	14·70	16·41

* Third class by mail.

† Figures for 1st half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

56	57	58	59	60	61	62	63	64	Number.

TRAFFIC—*contd.*

MILEAGE—*contd.*

Average earnings per coaching vehicle per mile.										Carrying capacity hauled one mile (excluding brakes)—(in thousands.)								Main head.
1st class. *Pies.*		2nd class. *Pies.*		3rd or intermediate class. *Pies.*		4th or lowest class. *Pies.*		Other vehicles. *Pies.*		1st class. *Seats.*		2nd class. *Seats.*		3rd or intermediate class. *Seats.*		4th or lowest class. *Seats.*		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
15·49	12·28	17·04	17·80	18·54	17·76	46·09	42·94	63·81	77·51	24,834	26,378	34,758	36,795	48,198	51,434	837,637	922,970	1
20·84	15·80	24·02	18·05	32·99	27·23	53·46	47·42	52·17	46·14	28,245	30,840	92,474	99,220	58,975	60,078	742,411	774,235	2
18·58	14·98	18·11	18·73	28·84	27·95	63·08	44·78	36·20	28·70	23,260	31,830	29,939	33,229	97,791	106,843	406,694	518,860	3
15·96	14·92	12·34	14·65	21·36	21·76	51·64	46·10	73·40	75·34	101,672	103,307	176,307	185,254	392,378	397,861	2,087,651	2,298,018	4
16·93	17·06	19·07	20·71	*42·08	*39·51	46·82	42·00	51·34	51·98	103,232	104,835	203,491	205,588	218,724	230,023	1,616,080	1,694,029	5
25·72	28·21	26·57	25·69	14·88	14·64	63·88	57·83	68·19	56·83	12,819	13,067	20,891	20,118	15,531	15,417	503,340	504,283	6
11·57	11·11	20·11	19·88	...	...	50·73	46·75	75·08	72·61	5,406	5,436	12,086	12,627	...	...	115,068	115,769	7
12·09	11·77	15·59	16·64	28·42	28·42	51·70	48·22	51·67	62·08	103,580	109,034	112,061	115,922	224,967	256,620	2,163,989	2,377,003	8
13·83	11·75	18·92	18·56	25·20	25·68	60·73	55·32	43·80	48·90	41,331	45,169	42,979	46,736	72,312	77,771	538,276	528,136	9
22·12	20·34	26·68	27·34	...	...	66·17	62·95	72·83	67·86	3,931	3,788	10,884	9,549	...	...	173,032	175,256	10
11·94	9·86	9·30	8·22	13·47	13·56	48·38	36·59	59·73	81·33	6,711	7,878	6,664	7,829	5,825	6,153	145,85[illegible]	155,116	11
2·19	1·72	3·84	3·54	6·88	6·80	25·69	23·56	99·28	100·78	25,941	25,751	32,273	31,526	55,073	55,723	807,509	773,536	12
5·03	4·22	13·20	12·69	17·42	16·85	46·55	44·32	102·95	78·86	2,764	2,276	5,150	4,075	6,592	5,797	89,193	78,454	14
17·93	16·25	15·58	16·59	...	...	40·39	32·41	24·74	37·71	16,241	15,622	34,187	31,181	...	...	577,727	567,333	15
7·69	6·36	16·89	14·08	20·24	21·06	35·42	42·47	35·37	48·46	15,102	15,536	10,726	11,229	39,986	40,772	313,097	258,634	3
5·81	5·47	18·38	17·61	...	...	37·61	29·63	52·53	52·80	5,468	5,744	8,640	8,411	...	...	109,612	117,842	7
5·94	6·02	12·91	14·80	14·67	13·65	35·28	30·85	44·71	46·59	5,357	5,529	5,544	5,790	15,255	15,774	172,216	190,089	18
9·55	8·62	16·37	15·99	...	...	38·36	31·07	51·73	46·70	16,881	16,314	19,300	18,482	...	...	445,352	470,792	6
106·40	92·42	304·41	...	...	...	101·62	99·71	279·19	156·14	492	788	201	...	...	...	1,973	1,875	10
8·68	7·06	11·96	11·91	17·86	16·15	38·88	36·75	45·70	39·00	26,798	26,640	30,828	31,087	40,400	43,511	811,860	911,238	2
11·04	12·74	21·26	27·70	13·25	16·11	36·31	36·77	66·61	77·68	2,147	2,915	2,655	2,899	2,026	2,389	92,935	91,935	20
11·99	10·76	30·22	23·69	...	...	52·85	51·45	43·68	41·72	599	606	590	604	...	...	19,848	16,320	10
10·09	9·67	12·51	20·40	...	...	41·26	39·68	23·35	22·34	14,809	13,706	19,141	18,664	...	...	642,939	675,282	10
23·27	19·82	15·10	21·73	10·14	8·06	43·69	39·45	72·10	126·64	353	268	338	244	425	406	8,807	8,302	21
5·24	4·96	4·80	4·83	4·93	5·79	24·76	18·99	14·91	15·29	1,778	1,885	1,768	1,881	2,320	2,115	57,521	60,594	1
103·00	103·00	93·15	92·86	...	...	103·00	99·38	362·24	523·13	714	1,132	906	1,124	...	...	4,657	5,657	8
10·81	9·94	12·23	10·22	14·14	15·76	32·18	30·08	15·67	14·32	773	648	624	757	1,327	1,389	14,146	15,157	8
0·18	0·37	3·71	3·29	...	...	21·55	25·37	3·23	4·59	165	170	247	255	...	...	2,068	2,136	10
8·24	0·41	7·46	11·17	15·09	13·28	34·71	23·23	15·40	12·12	659	583	1,042	795	925	1,118	12,583	14,092	1
5·86	44·36	8·17	9·07	...	...	36·55	29·05	25·54	20·99	142	161	142	161	...	...	6,262	6,000	1
0·37	0·47	5·12	5·45	...	...	26·32	22·33	11·36	10·70	156	154	234	232	...	...	2,075	2,536	10

* Third class by mail.

M. M. M.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9). Main head.	Sub-head.	Railway system.	Serial number.	65	66	67	68	69	70	71
										COACHING
				Vehicles and Vehicle mileage—*concluded.*						Weight
				Carrying capacity hauled one mile (excluding brakes)—(in thousands) —*concld.* Other vehicles. *Tons.*	Percentage of freight upon capacity hauled— 1st class. *Per cent.*	2nd class. *Per cent.*	3rd or intermediate class. *Per cent.*	4th or lowest class. *Per cent.*	Other vehicles. *Per cent.*	Gross ton- Freight. *Ton-miles.*
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(a)	Bengal-Nagpur . .		10,752	9,208	9·05	7·17	13·15	13·60	15·66	14·98	36·64	34·24	19·62	25·56	21,569	22,365
2	(a) to (g)	Bombay, Baroda and Central India . .		11,760	12,574	7·22	5·37	13·76	9·78	26·07	21·48	49·42	44·64	35·65	32·73	28,352	26,576
3	(a)	Eastern Bengal State		14,209	21,708	6·21	5·23	11·21	11·92	19·92	21·27	50·17	35·05	7·96	6·43	14,955	14,154
4	(a) to (d)	East Indian . .		35,360	42,557	6·37	6·47	7·12	9·96	16·68	12·17	43·62	38·78	30·09	24·86	70,859	70,535
5	(a) to (g)	Great Indian Peninsula.		35,515	39,713	7·84	8·89	9·69	11·55	*25·99	*23·62	39·32	33·92	28·41	24·31	54,015	50,225
6	(a) & (b)	Madras and Southern Mahratta.		10,161	12,049	15·77	14·14	24·49	25·79	8·48	8·34	51·41	45·59	31·11	23·11	19,377	17,256
7	(a) & (b)	Nizam's Guaranteed State.		2,892	2,953	6·23	6·02	15·76	15·18	...	...	39·14	34·94	15·49	14·39	3,336	3,038
8	(a) to (h)	North Western State		56,663	69,369	4·79	4·95	12·78	14·88	21·73	22·04	42·65	39·47	11·76	14·25	66,877	71,486
9	(a) & (b)	Oudh and Rohilkhand State		32,799	32,795	3·60	3·55	10·18	12·03	33·44	33·41	52·70	51·12	5·87	6·81	20,893	20,602
10	(a)	South Indian . .		1,923	1,920	20·86	19·88	30·14	30·60	...	...	50·85	47·76	44·84	43·08	7,148	6,879
		3′ 3⅜″ Gauge.															
11	(a)	Assam-Bengal . .		963	1,062	6·80	5·63	10·65	9·56	16·32	16·55	50·75	36·72	52·37	65·00	5,105	4,274
12	(a) & (b)	Bengal and North-Western.		1,152	993	1·97	1·54	5·31	4·86	10·57	10·50	47·08	43·47	93·36	123·59	24,425	21,914
14	(a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar.		659	509	8·18	6·93	27·06	26·73	27·45	26·68	65·82	66·70	47·30	44·53	4,076	3,562
15	(a) & (b)	Burma . . .		5,078	2,979	12·18	11·46	11·24	12·19	...	...	46·74	37·53	24·78	43·29	17,964	14,548
3	(b) to (d)	Eastern Bengal State†		9,394	13,072	4·88	3·24	17·04	16·66	38·66	35·85	47·98	63·12	11·92	15·18	11,280	12,858
7	(c)	Hyderabad-Godavari Valley.		1,026	1,023	4·58	4·40	21·46	19·95	...	...	47·65	36·96	26·38	26·03	3,578	3,039
18	(a) to (d)	Jodhpur-Bikaner .		7,572	7,757	3·59	3·62	15·42	17·52	20·06	18·69	51·01	44·52	6·65	6·84	6,045	5,886
6	(c) to (l)	Madras and Southern Mahratta.		3,827	4,695	6·71	6·04	21·55	21·41	...	...	61·94	47·26	41·32	28·09	18,578	15,082
10	(d)	Nilgiri . . .		153	191	18·71	30·35	82·38	...	...	...	93·09	93·52	21·98	10·10	166	147
2	(h) to (n)	Rajputana-Malwa .		10,468	12,118	5·57	4·61	13·92	14·16	23·61	21·15	56·01	53·07	31·17	28·61	31,613	33,515
20	(a) & (b)	Rohilkund and Kumaon.		351	394	7·95	6·50	27·05	36·91	31·75	27·47	55·25	56·70	56·44	56·78	3,392	3,495
10	(f)	Shoranur-Cochin .		133	123	12·77	11·57	70·67	50·63	...	...	63·38	60·79	28·75	29·09	834	663
10	(b), (c), (e) & (g) to (i)	South Indian . .		5,803	6,024	10·54	10·89	39·72	37·81	...	...	65·45	61·81	26·59	25·62	27,556	27,301
21	(a)	Udaipur-Chitorgarh .		64	28	11·58	10·27	14·02	20·12	14·08	9·96	74·93	68·16	53·11	95·00	442	376
		2′ 6″ Gauge.															
1	(b) & (c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		517	498	3·77	3·56	7·50	7·71	7·74	9·68	48·76	38·18	19·60	21·62	1,813	1,526
8	(i)	Kalka-Simla . .		158	190	17·29	19·74	28·04	32·71	...	...	41·98	40·44	40·24	44·39	214	278
8	(j) & (k)	Kohat-Thal and Nowshera-Durgai.		212	326	6·39	6·19	12·06	10·71	17·51	19·56	58·44	55·03	10·42	7·07	543	550
10	(j)	Morappur-Dharmapuri		50	48	0·19	0·38	10·59	4·57	...	...	53·37	53·89	3·68	4·32	70	72
1	(f)	Purulia-Ranchi .		232	238	5·49	5·88	9·62	14·51	16·19	16·43	53·04	34·44	16·46	15·09	459	351
1	(g)	Raipur-Dhamtari .		18	15	3·17	2·38	9·25	10·35	...	...	37·05	29·08	50·64	52·23	150	114
10	(k)	Tirupattur-Krishnagiri.		32	37	0·39	0·49	14·22	7·54	...	...	65·69	53·81	14·84	13·58	89	

* Third class by mail.

† Figures for 1st half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

72	73	74	75	76	77	78	79	80	NUMBER.

TRAFFIC—*continued.*

OF TRAIN AND TON-MILEAGE.										COST OF WORKING AND PROFITS—								
mileage of all coaching trains. (in thousands)—				Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coaching unit one mile.				Main head.
Dead-weight. *Ton-miles.*		Total. *Ton-miles.*		Freight. *Tons.*		Dead-weight. *Tons.*		Total. *Tons.*		*Rs.*		*Pies.*		Per passenger unit. *Pies.*		Other traffic per ton. *Pies.*		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
402,643	441,835	424,212	467,200	14·11	13·50	263·44	268·47	277·55	281·97	1·13	1·29	14·91	17·09	0·97	1·18	8·75	8·55	1
408,738	453,838	437,090	485,414	18·29	16·06	263·74	277·37	282·03	293·43	1·73	1·98	23·73	27·07	1·17	1·54	11·74	14·19	2
272,067	315,491	287,022	329,645	12·40	11·51	225·66	256·47	238·06	267·93	1·70	1·43	28·80	20·06	1·50	1·37	44·50	35·03	3
1,395,932	1,444,089	1,466,791	1,514,624	16·47	16·00	324·57	327·51	341·04	343·51	1·10	1·09	13·80	13·09	0·86	0·88	5·80	5·23	4
1,235,526	1,286,188	1,289,541	1,336,413	11·87	10·60	271·53	271·51	283·40	282·11	1·43	1·71	22·72	27·48	1·54	2·10	13·90	17·65	5
315,117	309,905	334,494	327,161	15·76	13·59	256·21	244·02	271·97	257·61	1·67	1·81	28·35	31·58	1·34	1·66	11·46	16 15	6
68,485	71,601	71,621	74,639	8·63	7·67	195·21	198·75	203·84	206 42	1·24	1·08	22·70	20·20	1·41	1·41	10·20	9·32	7
1,225,800	1,333,256	1,292,677	1,404,742	13·82	13·81	253·35	257·48	267·17	271·29	2·01	1·48	29·94	21·90	1·76	1·35	16·57	9·95	8
419,457	441,342	440,350	461,944	14·44	13·35	289·86	285·92	304·30	299·27	1·42	1·38	20·11	19·55	1·16	1·24	15·81	14·42	9
99,431	101,691	106,579	108,570	14·13	13·75	196·64	203·30	210·77	217·05	1·43	1·55	30·97	33·51	1·37	1·56	13·75	15·18	10
64,542	70,429	69,647	74,703	14·22	10·50	179·76	173·06	193·98	183·56	2·10	1·74	24·01	20·95	1·79	2·17	15·95	10 80	11
291,142	308,744	315,567	330,658	16·39	14·16	195·40	199·54	211·79	213·70	0·94	1·04	7·06	8·36	0·68	0·89	3·84	3·62	12
45,078	41,302	49,154	44,864	10·52	10·36	116·35	120·09	126·87	130·45	1·19	1·10	16·99	15·43	1·37	1·28	9·42	10·63	14
257,976	254,088	275,940	268,636	14·85	11·30	213·32	197·42	228·17	208·72	1·66	1·81	15·12	18·31	1·31	1·95	19·69	16 18	15
159,921	156,426	171,201	169,284	11·33	12·67	160·59	154·18	171·92	166·85	1·32	1·32	15·46	16·66	1·32	1·20	28·18	19·90	3
43,350	47,657	46,928	50,696	10·13	8·38	127·35	133·04	137·48	141·42	1·01	1·32	14·42	19·72	1·06	1·85	12·49	17·13	7
63,708	69,903	69,753	75,789	16·09	14·34	169·60	170·28	185·69	184·62	1·18	0·99	12·07	10·29	0·86	0·82	11·80	9·58	18
187,221	193,406	205,799	208,488	16·18	13·01	163·00	166·79	179·18	179·80	1·41	1·52	15·71	17·29	1·04	1·40	12·40	15·68	6
2,027	2,197	2,193	2,344	5·72	4·94	69·75	73·93	75·47	78·87	3·75	4·11	120·16	130·12	8·05	9·35	121·49	256 97	10
330,490	357,172	362,109	390,687	16·56	16·66	173·06	177·49	189·62	194·15	1·34	1·45	15·15	15·97	0·97	1·04	10·31	11·47	2
40,183	40,183	43,575	43,678	15·07	15·32	178·55	176·10	193·62	191·42	1·03	1·25	10·61	13·04	0·80	0·97	11·83	11·90	20
8,490	8,035	9,324	8,698	11·65	9·23	118·64	111·96	130·29	121·19	1·10	1·08	19·36	22·11	1·08	1·35	23·05	26·91	10
236,339	251,012	263,895	278,313	18·55	17·77	159·09	163·37	177·64	181·14	1·43	1·48	15·54	16·05	0·86	0·93	23·86	26·01	10
3,666	3,391	4,108	3,767	23·58	20·23	195·77	182·56	219·35	202·79	2·20	2·01	19·98	20·34	1·12	1·21	10·46	7 13	21
23,771	24,930	25,584	26,456	15·27	12·06	200·28	196·99	215·55	209·05	1·63	1·73	12·06	12·81	1·19	1·63	32·38	33·20	1
3,833	5,158	4,047	5,431	4·01	3·60	72·03	68·03	76·04	71·63	3·78	3·00	104·13	93·08	15·61	13 79	35·38	47·60	8
5,136	5,312	5,679	5,862	5·17	5·21	48·85	50·55	54·02	55·79	1·10	1·15	27·38	26·58	2·34	2·40	91·56	93·91	8
1,291	1,284	1,361	1,356	4·62	4·93	84·89	87·76	89·51	92·69	0·82	0·89	12·49	12·66	1·84	1·87	177·47	153·95	10
7,248	7,608	7,707	7,959	11·57	8·42	182·55	182·63	194·12	191·05	1·33	1·43	11·15	12·13	1·27	1·92	33·33	40 42	1
946	970	1,096	1,084	9·97	6·33	63·03	53·80	73·00	60·13	0·77	0·85	9·54	13·31	0·87	1·56	17·96	25 35	1
1,094	1,217	1,183	1,305	6·98	6·63	85·50	91·29	92·48	97·92	0·96	1·36	12·90	16·48	1·52	2·28	46·85	66 41	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	81	82	83	84	85	86	87
				COACHING TRAFFIC—*concld.*						
				Cost of working and profits—*concld.*						
Main head.	Sub-head.			Average profit on working a coaching train one mile. *Rs.*	Average profit on working a coaching vehicle one mile. 1st class. *Pies.*	2nd class. *Pies.*	3rd or intermediate class. *Pies.*	4th or lowest class. *Pies.*	Other vehicles. *Pies.*	Average profit coaching unit. Per passenger unit. *Pies.*
				1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
		5′ 6″ Gauge.								
1	(*a*)	Bengal-Nagpur . .		1·94 / 1·63	0·58 / —4·81	2·13 / 0·71	3·63 / 0·67	31·18 / 25·85	48·90 / 60·42	1·58 / 1·36
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		1·66 / 0·98	—2·89 / —11·27	0·29 / —9·02	9·26 / 0·16	29·73 / 20·35	28·44 / 19·07	1·06 / 0·69
3	(*a*)	Eastern Bengal State		1·08 / 1·11	—10·22 / —5·08	—10·69 / —1·33	0·04 / 7·89	34·28 / 24·72	7·40 / 8·64	1·08 / 1·20
4	(*a*) to (*d*)	East Indian .		2·21 / 2·12	2·16 / 1·83	—1·46 / 1·56	7·56 / 8·67	37·84 / 33·01	59·60 / 62 25	1·56 / 1·53
5	(*a*) to (*g*)	Great Indian Peninsula.		1·07 / 0·61	—5·79 / —10·42	—3·65 / —6·77	*19·36 / *12·03	24·10 / 14·52	28·62 / 24·50	1·00 / 0·56
6	(*a*) & (*b*)	Madras and Southern Mahratta.		1·63 / 1·08	—2·63 / —8·37	—1·78 / —5·89	—13·47 / —16·94	35·53 / 26·25	39·84 / 25·25	1·14 / 0·87
7	(*a*) & (*b*)	Nizam's Guaranteed State.		1·08 / 1·03	—11·13 / —9·09	—2·59 / —0·32	... / ...	28·03 / 26·55	52·38 / 52·41	1·08 / 1·17
8	(*a*) to (*h*)	North Western State		0·84 / 1·33	—17·85 / —10·13	—14·35 / —5·26	—1·52 / 6·52	21·76 / 26·32	21·73 / 40·18	0·67 / 1·08
9	(*a*) & (*b*)	Oudh and Rohilkhand State		1·78 / 1·62	—6·28 / —7·80	—1·19 / —0·99	5·09 / 6·13	40·62 / 35·77	23·69 / 29·35	1·43 / 1·39
10	(*a*)	South Indian . .		1·19 / 0·99	—8·85 / —13·77	—4·29 / —6·17	... / ...	35·20 / 29·44	41·86 / 34·35	1·05 / 0·89
		3′ 3⅜″ Gauge.								
11	(*a*)	Assam-Bengal . .		1·40 / 0·94	—12·07 / —11·09	—14·71 / —12·73	—10·54 / —7·39	24·37 / 15·64	35·72 / 60·38	1·10 / 0·87
12	(*a*) & (*b*)	Bengal and North-Western.		1·99 / 1·47	—4·87 / —6·64	—3·22 / —4·82	—0·18 / —1·56	18·63 / 15·20	92·22 / 92·42	1·36 / 1·15
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		1·43 / 1·46	—11·96 / —11·21	—3·79 / —2·74	0·43 / 1·42	28·56 / 28·89	85·96 / 63·43	1·52 / 1·60
15	(*a*) & (*b*)	Burma . . .		2·27 / 1·18	2·81 / —2·06	0·46 / —1·72	... / ...	25·27 / 14·10	9·62 / 19·40	1·83 / 1·23
3	(*b*) to (*d*)	Eastern Bengal State†		1·26 / 1·47	—7·77 / —10·30	1·43 / —2·58	4·78 / 4·40	19·96 / 25·81	19·91 / 31·80	1·29 / 1·34
7	(*c*)	Hyderabad-Godavari Valley.		1·26 / 0·47	—8·61 / —14·25	3·96 / —2·11	... / ...	23·19 / 9·91	38·11 / 33·08	1·27 / 0·54
18	(*a*) to (*d*)	Jodhpur-Bikaner .		1·82 / 1·69	—6·13 / —4·27	0·84 / 4·51	2·60 / 3·36	23·21 / 20·56	32·64 / 36·30	1·27 / 1·32
6	(*e*) to (*l*)	Madras and Southern Mahratta.		1·72 / 1·02	—6·16 / —8·67	—0·66 / —1·30	... / ...	22·65 / 13·78	36·02 / 29·41	1·16 / 0·82
10	(*d*)	Nilgiri . .		0·95 / —0·76	—11·76 / —37·68	184·25 / ...	... / ...	—18·54 / —30·41	159·03 / 6·02	—0·18 / —2·56
2	(*h*) to (*n*)	Rajputana-Malwa .		1·64 / 1·51	—6·47 / —8·91	—3·19 / —4·06	2·71 / 0·18	23·73 / 20·78	30·55 / 23·08	1·15 / 1·06
20	(*a*) & (*b*)	Rohilkund and Kumaon.		2·15 / 2·07	0·43 / —0·30	10·35 / 14·66	2·64 / 3·07	25·70 / 23·73	56·00 / 64·64	1·52 / 1·46
10	(*f*)	Shoranur-Cochin .		1·51 / 1·03	—7·37 / —11·35	10·86 / 1·58	... / ...	33·49 / 29·34	24·32 / 19·61	1·52 / 1·30
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian . .		1·88 / 1·71	—5·45 / —6·38	3·97 / 4·35	... / ...	25·72 / 23·63	7·81 / 6·29	1·20 / 1·15
21	(*a*)	Udaipur-Chitorgarh		2·16 / 1·71	3·29 / —0·52	—4·88 / 1·39	—9·84 / —12·28	28·71 / 19·11	52·12 / 108·30	1·03 / 0·93
		2′ 6″ Gauge.								
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		1·14 / 0·47	—3·82 / —7·85	—7·26 / —7·98	—7·13 / —7·02	12·70 / 6·18	2·85 / 2·48	0·88 / 0·45
8	(*i*)	Kalka-Simla . .		0·82 / 1·14	3·87 / 9·92	—10·98 / —0·22	... / ...	—1·13 / 6·30	258·11 / 430·05	—0·93 / 1·21
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		—0·02 / —0·06	—16·57 / —16·64	—15·15 / —16·36	—13·24 / —10·82	4·80 / 3·50	—11·71 / —12·26	0·05 / —0·02
10	(*j*)	Morappur-Dharmapuri		—0·16 / 0·20	—12·31 / —12·28	—8·78 / —9·37	... / ...	9·06 / 9·71	—8·56 / —8·07	0·60 / 0·66
1	(*f*)	Purulia-Ranchi . .		1·76 / 0·84	—2·91 / —3·72	—3·69 / —0·96	3·92 / 1·15	23·56 / 11·10	2·25 / —0·01	1·89 / 1·29
1	(*g*)	Raipur-Dhamtari .		1·86 / 0·80	—3·68 / —8·95	—1·37 / —4·24	... / ...	27·01 / 15·74	16·00 / 7·68	2·20 / 1·53
10	(*k*)	Tirupattur-Krishnagiri.		0·51 / 0·10	—12·53 / —16·01	—7·78 / —11·03	... / ...	13·42 / 5·85	—1·54 / —5·78	0·91 / 0·27

* Third class by mail.

† Figures for 1st half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

88		89		90		91		92		93		94		95		96		Number.
		GOODS TRAFFIC.																
		GROSS RECEIPTS AND TRAIN MILEAGE—						UNITS AND UNIT MILEAGE—						VEHICLES AND VEHICLE MILEAGE—				
on working a one mile.														Number of goods vehicles hauled one mile. (*In thousands.*)				
Other traffic per ton.		Receipts from goods traffic. (*In thousands.*)		Goods train-miles run. (*In thousands.*)		Average goods receipts per train-mile.		Tons of goods carried one mile. (*In thousands.*)		Average sum received for carrying a ton one mile.		Average number of tons in a train.		Loaded.		Empty.		Main head.
Pies.		*Rs.*		*No.*		*Rs.*		*Ton-miles.*		*Pies.*		*Tons.*		*Vehicle-miles.*		*Vehicle-miles.*		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
30·95	30·48	1,06,40	74,75	2,052	1,723	5·18	4·34	522,015	428,508	3·91	3·35	254·35	248·70	42,312	34,471	19,779	17,435	1
17·29	13·74	1,06,52	83,25	1,248	906	8·54	9·19	310,750	225,877	6·58	7·08	249·09	249·27	31,376	23,466	10,166	6,811	2
2·96	7·50	33,78	59,68	614	840	5·50	7·10	106,619	161,845	6·08	7·08	173·55	192·60	16,778	23,374	5,279	10,401	3
24·56	26·27	3,10,48	2,77,04	5,514	5,303	5·63	5·22	1,775,686	1,637,362	3·36	3·25	322·02	308·77	138,518	132,421	74,050	69,653	4
21·08	18·93	2,97,13	2,01,03	5,172	4,203	5·75	4·78	1,047,420	805,311	5·45	4·79	202·54	191·59	98,579	79,923	35,659	26,349	5
25·32	30·56	58,33	48,90	1,121	803	5·25	5·84	194,589	145,474	5·81	6·19	17[illegible]	181·26	20,333	16,244	8,766	5,973	6
25·15	26·39	21,62	17,90	424	423	5·10	4·23	74,011	66,668	5·61	5·16	152·13	140·18	5,928	5,605	3,436	3,497	7
17·17	22·57	2,57,08	2,53,03	5,000	4,828	5·14	5·24	1,045,488	996,649	4·72	4·87	209·11	206·42	103,007	109,060	33,509	27,235	8
24·55	26·38	42,93	37,94	1,160	1,048	3·70	3·62	163,736	155,998	5·03	4·67	141·20	148·87	19,521	17,859	7,148	6,902	9
22·87	20·39	16,31	15,73	411	355	3·97	4·43	49,424	41,649	6·34	7·25	120·35	117·17	6,075	5,272	1,811	1,455	10
26·87	32·04	11,29	14,11	508	513	2·22	2·75	56,821	54,313	3·82	4·99	111·94	105·91	5 ,968	6,905	2,041	2,335	11
38·80	30·61	50,20	30,56	1,510	1,254	3·33	2·44	179,594	112,935	5·37	5·20	118·97	90·04	30,326	25,070	11,239	10,713	12
38·04	36·62	7,18	4,91	167	134	4·30	3·66	12,988	10,322	10·61	9·15	77·84	76·84	3,246	2,383	1,088	1,182	14
16·80	18·69	64,51	42,03	2,001	1,829	3·22	2·30	183,640	137,262	6·74	5·88	91·76	75·05	30,627	25,411	13,809	11,036	15
19·34	22·81	25,04	32,36	693	799	3·61	4·05	85,236	80,775	5·64	7·69	123·03	101·08	16,313	14,676	3,618	4,050	3
28·53	23·73	14,88	7,35	337	219	4·41	3·35	33,243	17,589	8·59	8·02	76·39	71·14	5,061	3,357	1,481	1,312	7
28·61	30·62	13,01	11,21	475	451	2·74	2·48	39,216	36,578	6·37	5·89	82·56	81·04	7,751	6,839	3,578	3,066	18
32·28	28·94	57,92	40,99	1,933	1,624	3·00	2·52	177,034	127,147	6·28	6·19	91·58	78·28	30,796	26,106	8,356	7,738	6
168·10	37·73	99	1,20	22	22	4·44	5·34	303	404	62·43	56·88	13·65	18·04	85	96	18	14	10
19·82	16·62	85,17	73,19	2,153	1,728	3·96	4·24	273,439	217,417	5·98	6·46	127·00	125·83	50,659	39,194	17,099	11,306	2
45·72	52·58	9,06	6,45	279	231	3·25	2·79	33,321	21,505	5·22	5·76	119·52	93·06	5,189	3,698	2,609	1,997	20
27·29	22·69	1,10	1,10	30	33	3·59	3·35	3,229	2,970	6·51	7·10	105·95	90·74	703	655	198	212	10
12·95	11·13	33,96	36,63	1,107	1,136	3·07	3·22	89,198	98,966	7·31	7·11	80·60	87·09	18,041	18,807	5,385	5,946	10
23·48	26·72	49	47	10	9	4·69	5·32	548	431	17·09	20·93	52·78	48·88	164	131	81	62	21
9·59	7·27	4,42	3,22	233	198	1·90	1·66	13,811	13,323	6·14	4·63	59·27	68·96	3,522	2,811	1,754	1,783	1
165·14	155·11	2,08	2,52	75	69	2·79	3·63	1,179	1,479	33·92	32·66	15·78	21·35	329	405	172	111	8
—40·96	*—45·07*	45	51	83	74	0·55	0·69	1,062	1,205	8·21	8·10	12·83	16·35	613	627	182	162	8
—118·09	*—94·86*	5	10	6	7	0·85	1·38	88	209	11·35	8·73	14·43	30·30	35	48	12	11	10
9·10	1·78	82	62	21	16	3·88	3·90	1,884	1,331	8·35	8·97	89·26	83·36	459	328	95	83	1
27·44	10·83	32	21	15	11	2·10	1·88	957	633	6·34	6·45	63·52	55 97	170	101	92	67	1
—4·33	*—22·65*	9	10	6	9	1·47	1·11	166	183	10·81	10·00	26·10	21·40	61	71	6	12	10

APPEN

Analysis of working of each Railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	97	98	99	100	101	102	103
				GOODS VEHICLES AND VEHICLE						
				Number of goods vehicles hauled one mile *concld.* (*In thousands.*)		Average number of vehicles in a goods train.			Average earnings per goods vehicle per mile (excluding brakes).	Carrying capacity hauled one mile (excluding brakes). (*In thousands.*)
Main head.	Sub-head.			Brake-Vans. *Vehicle-miles.*	Total. *Vehicle-miles.*	Freight vehicles. *No.*	Brake-vans. *No.*	Total. *No.*	*Pies.*	*Tons.*
				1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.
		5′ 6″ Gauge.								
1	(a)	Bengal-Nagpur .	4,739 3,789	66,830 55,695	30·25 30·13	2·31 2·20	32·56 32·33	32·90 27·65	1,084,268	839,775
2	(a) to (g)	Bombay, Baroda and Central India.	1,528 1,200	43,071 31,477	33·30 33·41	1·22 1·33	34·52 34·74	49·23 52·79	645,434	476,454
3	(a)	Eastern Bengal State	616 838	22,673 34,613	35·90 40·19	1·00 1·00	36·90 41·19	29·41 33·93	327,701	499,094
4	(a) to (d)	East Indian . .	5,866 [illegible]17	218,434 207,791	38·55 38·10	1·06 1·08	39·61 39·18	28·04 26·82	3,398,755	3,243,909
5	(a) to (g)	Great Indian Peninsula.	9,605 7,632	143,843 113,904	25·95 25·28	1·86 1·82	27·81 27·10	42·50 36·32	2,025,823	1,608,039
6	(a) & (b)	Madras and Southern Mahratta.	2,042 1,459	31,141 23,676	25·96 27·68	1·82 1·82	27·78 29·50	38·82 40·54	447,548	339,948
7	(a) & (b)	Nizam's Guaranteed State.	792 778	10,156 9,880	19·25 19·14	1·63 1·63	20·88 20·77	44·32 37·66	156,736	153,273
8	(a) to (h)	North Western State	4,715 4,857	141,231 141,152	27·31 28·23	0·94 1·00	28·25 29·23	36·16 25·64	2,483,478	2,409,704
9	(a) & (b)	Oudh and Rohilkhand State.	1,148 1,178	27,817 25,939	23·00 23·63	0·99 1·12	23·99 24·75	30·90 29·42	407,049	380,640
10	(a)	South Indian . .	697 606	8,583 7,333	19·20 18·92	1·70 1·71	20·90 20·63	39·72 44·90	116,006	99,439
		3′ 3¾″ Gauge.								
11	(a)	Assam-Bengal . .	421 460	8,430 9,701	15·78 18·02	0·83 0·90	16·61 18·92	27·07 29·32	78,523	91,570
12	(a) & (b)	Bengal and North-Western.	2,298 2,175	43,863 37,958	27·54 28·53	1·52 1·73	29·06 30·26	23·19 16·40	422,151	363,762
14	(a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar.	117 101	4,451 3,666	25·97 26·54	0·70 0·75	26·67 27·29	31·79 26·49	33,302	27,502
15	(a) & (b)	Burma . . .	3,107 2,517	47,543 38,964	22·21 19·93	1·55 1·37	23·76 21·30	27·87 22·14	389,382	317,564
3	(b) to (d)	Eastern Bengal State*	669 668	20,600 19,394	28·77 23·43	0·96 0·84	29·73 24·27	24·13 33·19	224,935	181,077
7	(c)	Hyderabad-Godavari Valley.	724 437	7,266 5,106	15·04 18·90	1·66 1·76	16·70 20·66	43·66 30·23	69,829	43,633
18	(a) to (d)	Jodhpur-Bikaner .	1,148 1,118	12,477 11,023	23·85 21·95	2·42 2·47	26·27 24·42	22·05 21·73	104,675	91,990
6	(c) t (i)	Madras and Southern Mahratta.	2,363 2,266	41,515 36,110	20·26 20·84	1·22 1·39	21·48 22·23	28·40 23 25	307,210	259,186
10	(d)	Nilgiri . . .	... ...	103 110	4·61 4·91	0·01 0·01	4·62 4·92	184·74 209·08	1,061	1,106
2	(h) to (n)	Rajputana-Malwa .	2,005 1,424	70,363 51,924	31·75 29·23	0·93 0·82	32·68 30·05	23·92 27 83	603,215	448,368
20	(a) & (b)	Rohilkund and Kumaon.	468 369	8,266 6,064	27·97 24·65	1·68 1·60	29·65 26·25	22·30 21·75	80,855	60,865
10	(f)	Shoranur-Cochin .	58 56	959 923	29·55 26·49	1·91 1·70	31·46 28·19	23·36 24·32	8,590	8,076
10	(b), (c), (e) & (g) to (i)	South Indian . .	1,355 1,521	24,781 26,275	21·17 21·78	1·22 1·34	22·39 23·12	27·83 28·41	184,161	194,565
21	(a)	Udaipur-Chitorgarh .	... ...	245 193	23·64 21·88	... ...	23·64 21·88	38·16 46·76	2,194	1,714
		2′ 6″ Gauge.								
1	(b)&(c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.	154 122	5,430 4,716	22·64 23·78	0·66 0·63	23·30 24·41	16·07 13·44	43,261	37,463
8	(i)	Kalka-Simla . .	62 65	563 581	6·71 7·46	0·83 0·94	7·54 8·40	79·72 93·50	3,746	3,991
8	(j) & (k)	Kohat-Thal and Nowshera-Dargai.	142 124	938 913	9·61 10·70	1·72 1·68	11·33 12·38	10·96 12·38	3,556	3,525
10	(j)	Morappur-Dharmapuri	4 4	51 63	7·69 8·56	0·60 0·59	8·29 9·15	21·30 30·88	229	288
1	(f)	Purulia-Ranchi .	14 11	568 422	26·24 25·75	0·66 0·70	26·90 26·45	28·41 29·04	4,780	3,550
1	(g)	Raipur-Dhamtari .	16 11	278 179	17·41 14·83	1·04 1·02	18·45 15·85	23·13 24·35	1,909	1,221
10	(k)	Tirupattur-Krishnagiri.	3 3	70 86	10·46 9·67	0·46 0·39	10·92 10·06	26·97 22·13	325	402

* Figures for 1st half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

104	105	106	107	108	109	110	111	112	Number.

TRAFFIC—*continued.*

MILEAGE—*concluded.*

WEIGHT OF TRAIN AND TON MILEAGE—

Percentage of freight upon capacity hauled. *Per cent.*		Average load of a goods vehicle (including both loaded and empty). *Tons.*		Average load of a loaded goods vehicle per mile. *Tons.*		Gross ton-mileage of all goods trains—*(in thousands).* Freight. *Tons.*		Dead weight. *Tons.*		Total. *Tons.*		Average weight of a goods train— Freight. *Tons.*		Dead weight. *Tons.*		Total. *Tons.*		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half	2nd half.	1st half.	2nd half	1st half.	2nd half.	
48·14	51·03	8·41	8·26	12·34	12·43	522,015	428,508	674,054	564,288	1,196,069	992,796	254·35	248·70	328·43	327·51	582·78	576·21	1
48·15	47·41	7·48	7·46	9·90	9·63	310,750	225,877	425,943	317,235	736,693	543,112	249·09	249·27	341·43	350·08	590·52	599·35	2
32·54	32·43	4·83	4·79	6·35	6 92	106,619	161,845	226,956	342,876	333,575	504,721	173·55	192·60	369·43	408·04	542·98	600·64	3
52·25	50·47	8·35	8·10	12·82	12·36	1,775,686	1,637,762	2,120,136	2,021,467	3,895,812	3,658,829	322·02	308·77	384·49	381·20	706·51	689 97	4
51·70	50·08	7·80	7·58	10·63	10·08	1,047,420	805,311	1,554,600	1,239,516	2,602,020	2,044,827	202·53	191·59	300·61	294·89	503·14	486·48	5
43·48	42·79	6·69	6·55	9·57	8·96	194,589	145,474	324,285	252,905	518,874	398,379	173·62	181·26	289·33	315·12	462·95	496·58	6
47·22	43·50	7·90	7·32	12·49	11·90	74,011	66,668	108,679	107,383	182,690	174,051	152·13	140·18	233·59	234 55	385·72	374·73	7
42·10	41·36	7·66	7·31	10·15	9·14	1,045,488	996,649	1,500,873	1,486,628	2,546,361	2,483,277	209·11	206·42	300·20	307·89	509·61	514·31	8
40·23	40·98	6·14	6·30	8·39	8·73	163,736	155,998	318,241	298,099	481,977	454,097	141·20	148·87	274·44	284·47	415·64	433·34	9
42·60	41 88	6·27	6·19	8·14	7·90	49,424	41.649	90,956	78,552	140,380	120,201	120·35	117·17	221·48	220·99	341·83	338·16	10
72·36	59·31	7·09	5·88	9·52	7·87	56,821	514,312	63,648	70,433	120,469	124,745	111·93	105·91	125·39	137·35	237·32	243·26	11
42·54	31·05	4·32	3·16	5·92	4·50	179,594	112,935	234,024	198,036	413,618	310,970	118·97	90·04	155·03	157·90	274 00	247·94	12
39·00	37·53	2·99	2·90	4·00	4·33	12,983	10,322	21,751	17,848	34,739	28,170	77·84	76·84	130·36	132·87	208·20	209·71	14
47·16	43·22	4·13	3·77	6·00	5·40	183,640	137,262	319,255	267,126	502,895	404,388	91·76	75·05	159·52	146·06	251·28	221·11	15
37·88	44·61	4·28	4·31	5·22	5·50	85,236	80,776	140,031	133,129	225,267	213,905	123·03	101·02	202·13	166·60	325·16	267·68	3
47·61	40·31	5·03	3·77	6·57	5·24	33,243	17,589	45,998	30,861	79,241	48,450	76·39	71·14	115·46	129·73	191·85	200·87	7
37·46	39·76	3·46	3·69	5·06	5·35	39,216	36,577	69,705	63,747	108,921	100,324	82·56	81 04	146·75	141·24	229·31	222·28	18
57·63	49·06	4·52	3·76	5·75	4·87	177,034	127,147	215,601	214,767	422,635	341,914	91·58	78·28	127·05	132·22	218·63	210·50	6
28·56	36·54	2·96	3·68	3·56	4·20	303	404	1,050	1,199	1,353	1,603	13·65	18·04	47·31	53·52	60·96	71·56	10
45·33	48·49	4·00	4·31	5·40	5·55	273,429	217,417	338,631	295,875	612,070	483,292	127·01	125·83	157·28	153·87	284·29	279·70	2
41·21	35·33	4·27	3·78	6·42	5·81	33,321	21,505	46,979	37,192	80,300	58,696	119·51	97·27	168·51	168·23	288·02	265·50	20
37·59	36·77	3·59	3·43	4·59	4·54	3,229	2,970	5,307	5,223	8,536	8,193	105·95	90·74	174·14	159·58	280·09	250·32	10
48·43	50 87	3·81	4·00	4·94	5·26	89,198	98,966	154,681	162,819	243,879	261,785	80·60	87·09	139·76	143·27	220·36	230·36	10
24·95	25·15	2·23	2·23	3·34	3·28	547	431	1,380	1,106	1,927	1,537	52·78	48·88	133·02	125·37	185·80	174·25	21
31·92	35·56	2·62	2·90	3·92	4·74	13,811	13,323	32,541	27,840	46,352	41,163	59·27	68·96	139·65	144·10	198·92	213·06	1
31·47	37·05	2·35	2·86	3·58	3·65	1,179	1,478	4,749	4,692	5,928	6,170	15·78	21·35	63·57	67·75	79·35	89·10	8
29·88	24·18	1·34	1·53	1·73	1·92	1,062	1,205	3,743	3,480	4,805	4,685	12·83	16·35	45·21	47·22	58·04	63·57	8
38·49	72·60	1·88	3·54	2·50	4·39	88	209	371	439	459	648	14·43	30·30	60·81	63·47	75·24	93·77	10
39·42	37·51	3·40	3·24	4·11	4·05	1,884	1,331	3,092	2,317	4,976	3,648	89·26	83·36	146·47	145·04	235·73	228·40	1
50·13	51·85	3·65	3·77	5·62	6·28	957	633	1,165	778	2,122	1,409	63·52	55·97	77·34	68·60	140·86	124·57	1
57·15	45·41	2·49	2·21	2·74	2·59	166	182	438	564	604	746	26·10	21·40	68·79	66·06	94·89	87·46	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	113		114		115		115-A		116		117		118	
				GOODS TRAFFIC—*concluded*.													
				Cost of Working and Profits.													
Main head.	Sub-head.			Average cost of hauling a goods train one mile. *Rs.*		Average cost of hauling a goods vehicle with its load one mile. *Pies.*		Average cost of hauling a goods unit (*viz.*, one ton) one mile. *Pies.*		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. *Pies.*		Average profit on working a goods train one mile. *Rs.*		Average profit on working a goods vehicle with its load one mile. *Pies.*		Average profit on working a goods unit (*viz.*, one ton) one mile. *Pies.*	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		2·37	2·64	15·02	16·80	1·79	2·03	3·78	4·29	2·81	1·70	17·88	10·85	2·12	1·32
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		3·63	4·04	20·92	23·21	2·80	3·11	4·84	5·49	4·91	5·15	28·31	29·56	3·78	3·97
3	(*a*)	Eastern Bengal State		3·87	3·20	20·72	15·27	4·29	3·19	7·57	5·48	1·63	3·90	8·69	18·66	1·79	3·89
4	(*a*) to (*d*)	East Indian . .		2·30	2·19	11·44	11 01	1·37	1·36	2·60	2·66	3·33	3·03	16·60	15·31	1·99	1·89
5	(*a*) to (*g*)	Great Indian Peninsula.		2·54	2·96	18·82	22·46	2·41	2·96	4·07	4·95	3·21	1·82	23·68	13·86	3·04	1·83
6	(*a*) & (*b*)	Madras and Southern Mahratta.		2·84	3·48	20·98	24·15	3·14	3·69	5·74	6·86	2·41	2 36	17·84	16·39	2·67	2·50
7	(*a*) & (*b*)	Nizam's Guaranteed State.		2·23	1·84	19·39	16·45	2·45	2·25	4·71	4·69	2·87	2·39	24·93	21·21	3·16	2·91
8	(*a*) to (*h*)	North Western State .		3·83	2·81	26·91	19·10	3·51	2·61	5·76	4·96	1·31	2·43	9·25	16 54	1·21	2·26
9	(*a*) & (*b*)	Oudh and Rohilkhand State.		1·94	2·00	16·19	16·24	2·64	2·58	5·45	5·42	1·76	1·62	14·71	13·18	2·39	2·09
10	(*a*)	South Indian . .		2·31	2·41	23·12	24·46	3·69	3·95	7·28	7·96	1·66	2·02	16·60	20·44	2·65	3·30
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam-Bengal . .		2·57	2·31	31·84	24·59	4·40	4·18	8·78	8·70	*—0·35*	0·44	*—4·77*	4·73	*—0·58*	0·81
12	(*a*) & (*b*)	Bengal and North-Western.		1·22	1·21	8·48	8·15	1·96	2·58	4·24	5·68	2·11	1·23	14·71	8·25	3·41	2·62
14	(*a*) to (*d*)	Bhavnager-Gondal-Junagad-Porbandar.		1·95	1·77	14·41	12·81	4·81	4·42	8·37	8·67	2·35	1·89	17·38	13·68	5·80	4·73
15	(*a*) & (*b*)	Burma . . .		1·83	1·91	15·82	18·43	3·88	4·89	6·82	8·67	1·39	0·39	12·05	3·71	2·91	0·99
3	(*b*) to (*d*)	Eastern Bengal State*		2·50	2·11	16·70	17·27	3·90	3·95	7·27	7·61	1·11	1·94	7·43	15·92	1·74	3·74
7	(*c*)	Hyderabad-Godavari Valley.		1·59	2·01	15·77	18·13	3·10	4·81	5·62	8·54	2·82	1·34	27·89	12·10	5·49	3·21
18	(*a*) to (*d*)	Jodhpur-Bikaner .		1·45	1·19	11·69	10·42	3·38	2·82	5·30	4·78	1·29	1·29	10 36	11·31	2·99	3·07
6	(*c*) to (*l*)	Madras and Southern Mahratta.		1·73	1·78	16·36	16·40	3·62	4·37	6·56	8·16	1·27	0 74	12·04	6·85	2·66	1·82
10	(*d*)	Nilgiri . . .		3·03	3·73	126·14	145·89	42·63	39 69	86·97	76·32	1·41	1·61	58·60	63·19	19·80	17·19
2	(*h*) to (*n*)	Rajputana-Malwa .		2·01	2·09	12·16	13·71	3·04	3·18	5·10	5·47	1·95	2·15	11·76	14·12	2·94	3·28
20	(*a*) & (*b*)	Rohilkund and Kumaon.		1·54	1·66	10·56	12·94	2·47	3·43	4 99	6·86	1·71	1·13	11·74	8·81	2·75	2·33
10	(*f*)	Shoranur-Cochin .		2·36	2·23	15·31	16·19	4·27	4·73	9·21	10 17	1·23	1·12	8·05	8·13	2·24	2·37
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian . .		1·77	1·88	16·10	16·54	4·23	4·14	6 97	6·66	1·30	1·34	11·73	11·87	3·08	2·97
21	(*a*)	Udaipur-Chitorgarh .		1·86	1·73	15·10	15·19	6·76	6·80	25·15	30·14	2·83	3·59	23·06	31·57	10·33	14·13
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		1·51	1·76	12·79	14·20	4·88	4·90	10·66	10·62	0·39	*—0·10*	3·28	*—0·76*	1·26	*—0·27*
8	(*i*)	Kalka-Simla . .		3·95	3·73	112·94	96·11	48·05	33·57	94·47	67·11	*—1·16*	*—0·10*	*—33·22*	*—2·61*	*—14·13*	*—0·91*
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		1·18	1·31	23·67	23·43	17·72	15·33	31·88	27·45	*—0·63*	*—0·62*	*—12·71*	*—11·05*	*—9·51*	*—7·23*
10	(*j*)	Morappur-Dharmapuri		0·69	0·90	17·30	20·17	9·22	5·70	20·71	11·95	0·16	0·48	4·00	10·71	2·13	3·03
1	(*f*)	Purulia-Ranchi .		1·61	1·71	11·79	12·74	3·46	3·94	8·30	9·43	2·27	2·19	16·62	16·30	4·89	5·03
1	(*g*)	Raipur-Dhamtari .		1·48	1·77	16·30	22·86	4·47	6·06	9·16	12·14	0·62	0·11	6·83	1·49	1·87	0·39
10	(*h*)	Tirupattur-Krishnagiri.		0·98	1·22	17·99	24·21	7·21	10·94	17·83	21·60	0·49	*—0·11*	8·98	*—2·08*	3·60	*—0·94*

* Figures for 1st half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

119		120		121		122				123		124		125		126		NUM BER.
DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.																		
Percentage to total earnings.										Percentage of Working Expenses on Total Earnings.								
Coaching traffic. *Per cent.*		Goods traffic. *Per cent.*		Sundries including telegraph. *Per cent.*		Steam-boat earnings. *Per cent.*		Total.		Maintenance. *Per cent.*		Locomotive expenses. *Per cent.*		Carriage and wagon expenses. *Per cent.*		Traffic expenses. *Per cent.*		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
29·20	37·61	66·15	58·03	4·35	4·06	0·30	0·30	100·00	100·00	8·66	11·95	14·52	17·75	3·92	5·26	8·36	10·27	1
32·54	36·57	66·03	62·18	1·43	1·25	...	...	100·00	100·00	8·93	11·78	19·19	21·21	4·67	5·19	7·16	7·96	2
46·89	33·29	47·25	63·64	5·86	3·07	...	...	100·00	100·00	18·43	14·28	16·48	12·38	6·37	3·46	17·56	13·76	3
30·83	32·97	67·26	74·62	1·73	2·20	0·18	0·21	100·00	100·00	7·78	9·05	11·20	11·77	4·78	4·83	9·35	7·67	4
27·43	34·96	71·59	63·80	0·98	1·24	...	...	100·00	100·00	7·60	15·19	21·84	26·79	3·17	4·92	8·30	10 20	5
39·61	42·16	57·36	53·83	3·03	4·01	...	...	100·00	100·00	10·14	13·11	22·79	24·61	6·85	6·83	6·45	7·97	6
23·13	24·62	71·96	67·46	4·91	7·92	...	...	100·00	100·00	17·00	14·11	11·65	14·47	3·62	2·79	6·40	6·92	7
34·24	35·64	63·90	62·02	1·86	2·34	...	...	100·00	100·00	26·31	10·40	25·39	20·61	7·53	5·12	9·14	11·91	8
47·75	51·46	44·23	42·14	8·02	6·40	...	...	100·00	100·00	13·97	14·90	15·45	15·54	3·77	5·76	9·97	11·14	9
40·88	40·94	50·34	50·76	8·78	8·30	...	...	100·00	100·00	8·35	8·65	28·57	27·61	7·17	3·42	7·93	8·67	10
50·52	40·68	45·35	52·64	3·94	6·68	0·19	...	100·00	100·00	28·79	23·53	21·71	17·69	5·31	5·93	*16·87	*20·30	11
43·39	51·87	48·02	39·49	1·79	2·74	6·80	5·90	100·00	100·00	8·54	13·22	11·51	13·13	2·55	3·77	6·46	8·51	12
57·24	62·47	40·54	34·86	2·22	2·67	...	...	100·00	100·00	9·87	21·16	20·01	2·14	1·49	4·90	7·26	8·76	14
41·30	46·32	56·04	50·56	2·34	2·71	0·32	0·41	100·00	100·00	12·94	21·99	18·00	22·68	4·29	7·29	8·23	11·08	15
45·36	42·37	44·24	48·52	0·72	0·70	9·68	8·41	100·00	100·00	13·35	13·16	16·07	12·81	5·57	3·96	12·20	9·79	3
31·88	44·29	66·20	52·19	1·92	3·52	...	...	100·00	100·00	11·62	22·96	11·56	16·85	1·68	2·20	6·99	11·24	7
45·52	48·46	52·50	49·34	1·98	2·20	...	...	100·00	100·00	13·41	7·16	17·20	17·63	2·70	3·67	6·80	6·90	18
37·82	40·87	60·99	56·99	1·19	2·14	...	...	100·00	100·00	11·85	15·03	21·40	26·68	5·69	6·18	7·22	9·02	6
57·78	45·14	41·67	54·30	0·55	0·56	...	...	100·00	100·00	10·91	17·01	45·70	55·08	4·07	4·22	7·86	8·92	10
39·32	44·02	58·78	54·06	1·90	1·92	...	...	100·00	100·00	9·95	10·18	19·11	17·99	4·44	5·20	9 17	9·26	2
42·16	51·45	53·37	43·77	4·47	4·78	...	...	100·00	100·00	8·44	12·19	12·79	13·13	3·58	3·92	7·98	9·81	20
62·55	57·50	36·64	41·68	0·81	0·82	...	...	100·00	100·00	8·15	18·46	20·64	20·75	4·18	4·37	8·79	9·02	10
57·92	56·66	40·05	42·28	2·03	1·06	...	...	100·00	100·00	8·33	8·51	19·48	20·32	4·96	5·34	8·89	9·02	10
61·23	58·28	36·52	39·62	2·25	2·10	...	...	100·00	100·00	13·04	13·37	15·85	12·58	3·49	4·00	7·31	8·94	21
42·05	44·79	56·57	51·76	1·38	3·45	...	...	100·00	100·00	19·01	25·97	21·11	29·32	6·17	7·01	12·66	14·63	1
53·32	54·91	45·33	44·01	1·35	1·08	...	...	100·00	100·00	49·71	33·17	29·05	28·73	10·00	6·29	13·21	11·46	8
70·05	68·27	28·11	30·43	1·84	1·30	...	...	100·00	100·00	29·10	31·36	44·84	39·00	7·48	7·17	30·69	31·43	8
73·32	62·44	25·76	37·16	0·42	0·40	...	...	100·00	100·00	21·13	20·97	39·95	33·89	4·96	5·45	8·98	7·64	10
59·80	60·02	39·89	39·51	0·31	0·47	...	...	100·00	100·00	8·57	13·27	14·83	18·64	7·20	5·99	4·50	8·35	1
55·45	58·19	44·38	41·47	0·17	0·34	...	...	100·00	100·00	8·00	15·68	17·24	24·01	4·03	6·21	7·34	7·63	1
66·63	67·16	33·24	32·73	0·13	0·11	...	...	100·00	100·00	21·07	29·63	26·28	49·59	4·20	5·23	6·89	6·76	10

* Includes 3·44 per cent in the 1st-half and 7·64 per cent in the 2nd-half on account of Jetty expenses.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Serial number.	127		128		129		130		131 *a*		132 *a*		133 *a*	
			Detailed Percentages of Earnings and expenditure—*concld.*								TABLE A—MAINTENANCE OF					
															Per Mile of	
			Percentage of Working Expenses on Total Earnings—*concld.*								General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.	
Main head.	Sub-head.	Railway system.	General charges. *Per cent.*		Miscellaneous expenses. *Per cent.*		Steam-boat expenses. *Per cent.*		Total working expenses. *Per cent.*		*Rs.*		*Rs.*		*Rs.*	
			1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.														
1	(*a*)	Bengal-Nagpur . .	4·85	6·14	3·14	3·10	1·21	1·65	44·66	56·52	180·74	181·44	339·48	391·39	88·31	115·47
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	3·80	4·40	1·97	2·48	...	...	45·72	53·02	191·24	197·19	670·05	774·05	199·05	206·38
3	(*a*)	Eastern Bengal State	5·91	4·28	2·64	2·26	...	...	67·39	50·42	385·53	368·74	1,332·37	1,471·70	536·00	288·29
4	(*a*) to (*d*)	East Indian . .	3·53	3·79	2·23	2·25	0·19	0·18	39·06	39·51	242·46	225·75	690·20	611·02	101·23	291·35
5	(*a*) to (*h*)	Great Indian Peninsula.	3·42	4·59	4·07	4·79	...	...	48·40	66·48	173·39	183·27	575·50	876·65	174·58	355·86
6	(*a*) & (*b*)	Madras and Southern Mahratta.	4·77	5·77	2·72	2·66	...	...	53·72	60·95	191·58	197·90	512·20	591·60	71·22	138·35
7	(*a*) & (*b*)	Nizam's Guaranteed State.	4·70	5·57	3·53	3·01	..	...	46·90	46·87	204·84	181·82	914·56	678·62	154·13	13·90
8	(*a*) to (*h*)	North Western State	2·98	3·39	2·20	2·94	0·01	0·01	73·56	54·38	172·17	169·19	1,196·04	313·04	783·89	144·43
9	(*a*)& (*b*)	Oudh and Rohilkhand State.	4·70	4·60	2·64	0·54	...	...	50·50	52·48	151·91	156·34	564·21	488·66	96·23	108·87
10	(*a*)	South Indian . .	4·61	5·29	3·71	7·30	...	...	60·34	60·94	158·03	146·31	357·37	233·76	19·56	141·73
		3′ 3¾″ Gauge.														
11	(*a*)	Assam-Bengal . .	11·99	10·87	3·72	2·81	0·31	0·11	88·70	81·24	158·31	164·33	472·53	416·79	112·66	101·95
12	(*a*) & (*b*)	Bengal and North-Western.	4·11	5·52	1·02	1·30	2·52	3·36	36·71	48·81	84·25	87·54	227·33	224·66	49·65	97·29
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	5·95	7·28	1·17	1·50	...	..	45·75	45·74	52·85	48·98	269·57	543·62	7·08	7·19
15	(*a*) & (*b*)	Burma . . .	5·87	7·55	0·86	2·16	2·27	1·24	52·46	73·99	162·53	166·23	522·68	575·31	94·17	127·31
3	(*b*) to (*d*)	Eastern Bengal State*	5·58	4·45	1·83	1·92	13·77	6·24	68·37	52·18	105·26	131·29	431·90	329·51	44·62	167·07
7	(*c*)	Hyderabad-Godavari Valley.	6·70	11·15	1·44	3·17	...	...	39·99	67·57	141·61	147·50	377·66	468·75	34·22	64·96
18	(*a*) to (*d*)	Jodhpur-Bikaner .	3·86	4·40	3·35	3·42	...	...	47·32	43·18	24·44	21·59	287·97	110·12	4·64	4·93
6	(*c*) to (*l*)	Madras and Southern Mahratta.	5·67	7·46	1·48	2·37	...	...	53·31	66·74	81·00	83·32	325·13	284·23	57·84	58·87
10	(*d*)	Nilgiri . . .	4·92	5·71	1·66	2·89	...	...	75·12	93·83	223·34	210·46	586·12	806·81	26·59	170·44
2	(*h*) to (*n*)	Rajputana-Malwa .	4·83	5·34	1·43	1·62	...	...	48·93	49·59	106·97	102·80	373·43	308·62	84·81	95·33
20	(*a*) & (*b*)	Rohilkund and Kumaon.	5·68	7·20	0·66	0·97	...	...	39·13	47·23	64·07	72·81	172·44	159·11	45·24	121·26
10	(*f*)	Shoranur-Cochin .	5·66	6·05	3·62	4·39	...	...	51·04	58·04	...	...	...	Included with the		
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian . .	5·93	6·21	2·67	2·45	...	...	50·26	51·85	189·97	188·37	256·71	338·88	86·04	—22·90
21	(*a*)	Udaipur-Chitorgarh .	5·76	5·84	2·07	1·80	..	...	47·52	46·53	36·81	38·84	188·83	167·10	0·28	5·82
		2′ 6″ Gauge.														
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.	10·64	12·69	1·31	0·27	...	...	70·90	89·89	101·97	119·43	168·36	172·88	15·14	29·92
8	(*i*)	Kalka-Simla . .	5·77	4·29	1·67	2·20	...	...	109·41	86·14	311·51	368·33	2,233·07	2,046·43	669·99	428·34
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.	17·84	17·50	4·29	4·48	...	...	134·24	130·94	149·33	175·46	197·99	200·83	30·83	29·33
10	(*j*)	Morappur-Dharmapuri	5·59	5·57	2·81	1·95	...	...	83·42	75·47	75·46	103·18	132·54	164·92	5·61	1·73
1	(*f*)	Purulia-Ranchi . .	7·09	9·03	0·30	0·27	...	...	42·49	55·55	75·62	119·17	152·85	140·75	3·63	6·51
1	(*g*)	Raipur-Dhamtari .	10·47	14·99	0·51	0·73	...	...	47·59	69·25	16·91	17·05	69·21	67·67	6·34	12·49
10	(*k*)	Tirupattur-Krishnagiri.	4·49	5·21	2·82	2·12	...	...	65·75	98·54	68·32	80·97	142·52	182·70	5·67	52·33

* Figures for 1st-half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics]

134 *a*	135 *a*	135A *a*	136 *a*	137 *a*	131 *b*	132 *b*	133 *b*	134 *b*	
WAY, WORKS AND STATIONS.									Nu BE
LINE MAINTAINED.					PER MILE OF TRACK, INCLUDING SIDINGS.				

Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		Conservancy of rivers.		Mai hea
Rs.		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Rs.*		
1st half.	2nd half	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	116·36	85·28	8·59	92·5	38·34	68·64	771·82	851 47	144·31	144·54	271·05	311·80	70·51	91·99	...	...	
...	...	108·62	96·40	0·48	0·38	61·85	74·30	1,231·29	1,348·70	135 68	139·77	475·37	548·67	141·22	146·29	...	...	
2·40	...	252·75	286·28	...	...	106·43	235·75	2,615·48	2,650·76	222·89	213·12	770·29	850·55	309·88	166·62	1·39	...	
...	...	317·76	265·07	0·35	0·68	100·04	161·24	1,452·04	1,564·81	149·56	145·12	425·77	376·13	62·44	179·17	...	...	
...	...	93·33	144·65	...	...	72·31	95·35	1,089·11	1,655·78	121·08	127·38	401·88	609·30	121·91	247·34	...	...	
...	...	135·49	116·72	...	...	88·03	52·00	998·52	1,096·57	153·52	158·57	410·44	474·05	57·07	110·86	...	...	
...	...	90·27	51·05	...	...	92·57	142·58	1,456·37	1,067·97	181·84	161·35	811·87	602·24	136·82	12·34	...	...	
13·78	13·52	181·86	192·06	...	...	156·82	147·01	2,454·56	979·25	126·50	123·41	878·79	228·35	539·22	105·36	10·13	9·86	
14·37	15·19	87·52	83·93	...	...	85·37	90·03	999·61	943·02	127·63	131·53	474·02	411·11	80·85	91·59	12·07	12·78	
...	...	48·44	60·61	...	...	28·22	18·45	606·62	600·86	131·03	125·17	305·98	199·97	16·75	121·25	...	...	
...	...	102·79	78·17	...	...	72·18	37·20	918·47	798·44	137·42	142·22	410·20	360·73	97·80	88·25	...	...	
0·08	2·31	47·21	33·71	...	...	40·53	59·88	449·05	505·39	71·80	74·47	193·74	191·14	42·31	82·78	0·06	1·96	
...	...	21·52	21·11	...	...	29·49	23·45	380·51	644·35	47·15	43·72	240·50	485·19	6·32	6·41	...	...	
...	0·62	140·36	216·28	...	...	55·68	111·33	975·42	1,197·08	130·54	132·59	419·80	458·89	75·64	101·55	...	0·50	
1·71	1·76	55·80	103·64	...	...	77·74	94·41	717·03	827·68	87·83	109·13	360·39	273·90	37·23	138·87	1·43	1·46	
...	...	48·90	53·40	...	...	65·25	92·55	667·64	827·16	126·93	132·21	378·54	420·16	30·68	58·23	...	...	
...	...	10·44	10·72	...	...	11·83	14·39	339·32	161·75	23·10	20·40	272·13	104·04	4·38	4·66	...	...	
...	...	44·71	53·36	...	...	30·80	38·09	540·08	517·87	73·43	74·97	292·56	255·73	52·05	52·96	...	...	
...	...	33·25	56·94	...	...	22·03	51·14	891·33	1,245·79	203·91	191·13	535·12	732·67	24·28	154·78	...	...	
...	...	58·59	83·88	1·34	0·92	38·47	42·73	663·61	634·28	90·30	86·77	315·24	260·51	71·60	80·47	...	...	
...	10·59	35·79	31·15	...	...	13·12	35·76	331·56	430·68	56·74	63·62	150·63	139·02	39·52	105 95	...	9·25	
South Indian railway 3′ $3\frac{3}{8}$″ gauge					...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	47·51	89·89	...	...	41·49	62·50	621·72	656·74	164·96	163·15	222·90	293·51	74·72	—19·83	...	...	
...	...	27·14	11·80	...	...	5 52	12·09	258·58	235·65	34·43	36·33	17·663	156·30	0·27	5·45	...	...	
...	...	55·12	22·31	...	...	11·41	28·26	347·00	372·80	93·83	109·94	150·32	159·15	13·93	27·54	...	...	
...	...	197·45	168·49	...	...	398·43	151·87	3,810·45	3,163·16	276·57	325 89	1 982·62	1,810·65	594·85	378·99	...	...	
...	...	65·68	65·34	...	...	17·10	42·80	460·93	513·76	137·55	161·61	182·36	184·97	28·40	27·02	...	...	
...	...	12·57	15·87	...	...	4·10	4·05	230 28	289·75	71·73	98·10	126 01	156·80	5·34	1·64	...	...	1
...	...	6·17	19·84	...	...	3·89	1·32	242·16	287·59	68·66	108 19	138 77	127·80	3·30	5·91	...	...	
...	...	2·39	2·93	...	...	5·13	41·11	99·98	141·25	15·93	16·07	65·21	63·75	5·97	11·76	...	...	
...	...	15·13	2·13	...	...	1·89	20·88	233·60	339 01	65·19	77·26	136·05	174·52	5·41	40·03	...	...	1

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	135 *b*		135-A *b*		136 *b*		137 *b*		131 *c*		132 *c*		133 *c*	
				TABLE A.—MAINTENANCE OF													
				Per mile of track, including sidings—*concld.*								Per total					
Main head.	Sub-head.			Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Maintenance, etc Rs.		General Superintendence (including office expenses). As.		Maintenance and renewal of permanent-way. As.		Repairs of bridges, etc. As.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		92·91	67·94	6·86	7·37	30·61	54·68	616·25	678·32	1·46	1·55	2·74	3·35	0·71	0·99
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		77·06	68·33	0·35	0·27	43·88	52·67	873·56	956·00	1·28	1·44	4·48	5·66	1·33	1·51
3	(*a*)	Eastern Bengal State		146·12	165·46	...	...	61·52	136·21	1,512·09	1,531·96	1·71	1·33	5·90	5·75	2·37	1·13
4	(*a*) to (*d*)	East Indian . .		196·01	163·18	0·22	0·42	61·71	99·25	895·71	963·27	0·98	0·96	2·78	2·49	0·41	1·19
5	(*a*) to (*g*)	Great Indian Peninsula.		65·18	100·54	...	...	50·50	66·27	760·55	1,150·83	0·83	0·95	2·74	4·54	0·83	1·84
6	(*a*) & (*b*)	Madras and Southern Mahratta.		108·58	93·53	...	...	70·54	41·67	800·15	878·68	1·36	1·59	3·63	4·76	0·51	1·11
7	(*a*) & (*b*)	Nizam's Guaranteed State.		80·13	45·30	...	...	82·19	126·54	1,292·85	947·77	1·59	1·39	7·10	5·19	1·19	0·11
8	(*a*) to (*h*)	North Western State		133·62	140·10	...	...	115·22	107·24	1,803·48	714·32	1·21	1·17	8·39	2·17	5·15	1·00
9	(*a*)& (*b*)	Oudh and Rohilkhand State.		73·53	70·61	...	...	71·73	75·75	839·83	793·37	1·26	1·37	4·70	4·29	0·80	0·96
10	(*a*)	South Indian . .		41·48	51·85	...	...	24·15	15·78	519·39	514·02	1·19	1·22	2·78	1·95	0·15	1·18
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam Bengal . .		89·22	67·66	...	...	62·66	32·20	797·30	691·06	2·30	2·25	6·81	5·73	1·62	1·39
12	(*a*) & (*b*)	Bengal and North-Western.		40·24	28·68	...	...	34·54	50·96	382·69	429·99	0·87	0·98	2·33	2·52	0·52	1·09
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		19·20	18·84	...	...	26·31	20·92	339·48	575·08	0·70	0·76	3·57	8·43	0·09	0·11
15	(*a*) & (*b*)	Burma . . .		112·73	172·51	...	...	44·72	88·80	783·43	954·84	1·24	1·30	3·98	4·51	0·71	1·00
3	(*b*) to (*d*)	Eastern Bengal State*		46·57	86·14	...	...	64·85	78·50	598·30	688·00	1·05	1·22	4·31	3·08	0·44	1·57
7	(*c*)	Hyderabad-Godavari Valley.		43·83	47·86	...	...	58·49	82·96	598·47	741·42	1·35	1·62	3·62	5·16	0·33	0·71
18	(*a*) to (*d*)	Jodhpur-Bikaner .		9·88	10·13	...	...	11·18	13·59	320·67	152·82	0·45	0·40	5·31	2·06	0·08	0·09
6	(*c*) to (*l*)	Madras and Southern Mahratta.		40·24	48·01	...	...	27·71	34·27	485·99	465·94	0·88	1·00	3·52	3·41	0·63	0·71
10	(*d*)	Nilgiri . . .		30·36	51·71	...	...	20·11	46·44	813·78	1,176·73	2·02	1·87	5·29	7·17	0·24	1·51
2	(*h*) to (*n*)	Rajputana-Malwa .		49·46	70·80	1·13	0·78	32·48	36·07	560·21	535·40	0·91	0·95	3·20	2·87	0·73	0·89
20	(*a*) & (*b*)	Rohilkund and Kumaon.		31·27	27·24	...	...	11·46	31·24	289·62	376·32	0·89	1·06	2·37	2·31	0·62	1·76
10	(*f*)	Shoranur-Cochin .		...	...	...	...	...	...	...	...	...	...	Included with the South Indian			
10	(*b*),(*c*), (*e*)&(*g*) to (*i*)	South Indian . .		41·26	77·86	...	...	36·03	54·14	539·87	568·83	1·33	1·28	1·79	2·30	0·60	−0·16
21	(*a*)	Udaipur Chitorgarh .		25·39	11·04	...	...	5·16	11·31	241·88	220·43	1·36	1·52	6·99	6·57	0·01	0·23
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia Chanda and Jubbulpore-Gondia Extensions.		50·72	20·54	...	...	10·50	26·02	319·30	343·19	1·98	2·59	3·18	3·75	0·30	0·65
8	(*i*)	Kalka-Simla . .		175·30	149·08	...	...	353·74	134·38	3,383·08	2,798·99	2·33	2·43	16·74	13·33	5·02	2·83
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		60·49	60·18	...	...	15·74	39·42	424·54	473·20	1·30	1·60	1·72	1·53	0·27	0·27
10	(*j*)	Morappur-Dharmapuri		11·95	15·08	...	...	3·90	3·85	218·93	275·47	1·05	1·42	1·84	2·27	0·08	0·02
1	(*f*)	Purulia-Ranchi . .		5·60	18·01	...	...	3·53	1·20	219·86	261·11	1·45	2·40	2·92	2·84	0·07	0·13
1	(*g*)	Raipur-Dhamtari .		2·25	2·76	...	...	4·83	38·73	94·19	133·07	0·51	0·53	2·10	2·10	0·19	0·39
10	(*k*)	Tirupattur-Krishnagiri.		14·44	2·03	...	...	1·81	19·92	222·90	323·46	1·45	1·51	3·02	3·39	0·12	0·97

* Figures for 1st half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

134c.	135c.	135-Ac.	136c.	137c.	131d.	132d.	133d.	134d	
WAY, WORKS AND STATIONS—*contd.*									NUMBER.
TRAIN-MILE.					PER 1,000 GROSS TON—MILES.				
Conservancy of rivers. *As.*	Repairs of stations and buildings. *As.*	Electricity and repairs and renewals of electric plant. *As.*	Other charges (net). *As.*	Total Maintenance, etc. *As.*	General Superintendence (including office expenses). *Rs.*	Maintenance and renewal of permanent-way. *Rs.*	Repairs of bridges, etc. *Rs.*	Conservancy of rivers. *Rs.*	Main-head.
1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half 2nd half	1st half. 2nd half.	
... ...	0·94 0·73	0·07 0·08	0·31 0·58	6·23 7·28	0·20 0·22	0·38 0·48	0·10 0·14	... ...	1
... ...	0·73 0·70	... ...	0·41 0·54	8·23 9·85	0·19 0·23	0·67 0·88	0·19 0·23	... ...	2
0·01 ...	1·12 1·12	... ...	0·47 0·92	11·58 10·25	0·31 0·22	1·08 0·89	0·44 0·17	... ...	3
... ...	1·28 1·09	... 0·09	0·41 0·57	5·86 6·39	0·11 0·71	032 0·29	0·05 0·14	... ...	4
... ...	0·45 0·75	... ...	0·34 0·49	5·19 8·57	0·13 0·16	0·43 0·75	0·13 0·30	... ...	5
... ...	0·96 0·94	... ...	0·62 0·42	7·08 8·82	0·23 0·28	0·62 0·85	0·09 0·20	... ...	6
... ...	0·70 0·39	... ...	0·72 1·10	11·30 8·18	0·28 0·26	1·26 0·96	0·21 0·02	... ...	7
0·10 0·09	1·27 1·33	... ...	1·10 1·02	17·22 6·78	0·19 0·19	1·34 0·35	0·83 0·17	0 02 0·01	8
0·12 0·13	0·73 0·74	... ...	0·71 0·79	8·32 8·28	0·22 0·24	0·83 0·76	0·14 0·17	0·02 0·02	9
... ...	0·38 0·50	... ...	0·22 0·16	4·72 5·01	0·28 0·28	0·65 0·46	0·03 0·27	... ...	10
... ...	1·47 1·08	... ...	1·03 0·52	13·23 10·97	0·64 0·65	1·94 1·65	0·46 0·40	... ...	11
... 0·02	0·49 0·37	... ...	0·41 0·67	4·62 5·65	0·22 0·26	0·59 0·68	0·13 0·29	... 0 01	12
... ...	0·29 0·33	... ...	0·39 0·36	5·04 9·99	0·29 0·31	1·47 3·45	0·04 0·05	... ...	14
... 0·01	1·07 1·70	... ...	0·42 0·87	7·42 9·39	0·32 0·38	1·02 1·31	0·18 0·29	... ...	15
0·02 0·02	0·56 0·96	... ...	0·78 0·89	7·16 7·74	0·28 0·35	1·15 0·90	0·12 0·47	... 0·04	3
... ...	0·47 0·59	... ...	0·62 1·02	6·39 9·10	0·44 0·58	1·17 1·85	0·10 0·26	... ...	7
... ...	0·19 0·19	... ...	0·22 0·28	6·25 3·02	0·13 0·13	1·58 0·62	0·03 0·03	... ...	18
... ...	0·48 0·64	... ...	0·33 0·45	5·84 6·21	0·27 0·32	1·08 1·08	0·19 0·22	... ...	6
... ...	0·30 0·51	... ...	0·20 0·46	8·05 11·52	1·82 1·54	4·79 5·92	0·22 1·25	... ...	10
... ...	0·50 0·78	0·01 0·01	0·33 0·39	5·68 5·89	0·24 0·26	0·83 0·77	0·19 0·24	... ...	2
... 0·15	0·49 0·45	... ...	0·18 0·53	4·55 6·26	0·22 0·29	0·61 0·65	0·16 0·50	... 0·04	20
railway (3' 3⅜" gauge.)	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	10
... ...	0·33 0·61	... ...	0·29 0·42	4·34 4·45	0·43 0·40	0·57 0·71	0·19 —0·05	... ...	10
... ...	1·01 0·46	... ...	0·20 0·48	9·57 9·26	0·41 0·49	2·11 2·12	... 0·07	... ...	21
... ...	1·07 0·48	... ...	0·22 0·61	6·75 8·08	0·60 0·77	0·97 1·11	0·09 0·19	... ...	1
... ...	1·48 1·12	... ...	2·99 1·00	28·56 20·91	1·87 1·90	13·42 10·57	4·02 2·21	... ...	8
... ...	0·57 0·60	... ...	0·14 0·39	4·00 4·69	1·45 1·70	1·93 1·94	0·30 0·28	... ...	8
... ...	0·17 0·22	... ...	0·06 0·06	3·20 3·99	0·76 0·95	1·35 1·53	0·06 0·01	... ...	10
... ...	0·12 0·40	... ...	0·07 0·03	4·63 5·80	0·43 0·75	0·88 0·88	0·02 0·04	... ...	1
... ...	0·07 0·09	... ...	0·16 1·28	3·03 4·39	0·30 0·39	1·23 1·55	0·11 0·28	... ...	1
... ...	0·32 0·04	... ...	0·04 0·38	4·95 6·29	0·97 1·00	2·02 2·26	0·68 0·65	... ...	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	135*d*.		135-*Ad*.		136*d*.		137*d*.						138*a*.	
				TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS—*concld.*												TABLE B.—	
				Per 1,000 Gross Ton-Miles—*concld.*												Per total	
Main head.	Sub-head.			Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		Average price of fuel per ton in terms of—				General Superintendence (including office expenses.)	
												Coal.		Wood.			
				Rs.		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Annas.*	
				1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		0·13	0·11	0·01	0·01	0·04	0·09	0·86	1·05	5·35	4·77	...	...	0·92	0·98
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·11	0·11	...	...	0·07	0·08	1·23	1·53	16·72	16·40	...	...	0·64	0·70
3	(*a*)	Eastern Bengal State .		0·21	0·17	...	...	0·08	0·15	2·12	1·60	7·24	6·59	...	...	0·55	0·46
4	(*a*) to (*d*)	East Indian . .		0·14	0·13	...	0·01	0·05	0·07	0·67	0·75	2·73	2·83	...	...	0·83	0·82
5	(*a*) to (*g*)	Great Indian Peninsula.		0·07	0·12	...	...	0·05	0·08	0·81	1·41	12·46	11·95	...	...	0·69	0·75
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·17	0·17	...	...	0·11	0·07	1·22	1·57	11·17	10·73	...	...	0·75	0·85
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·13	0·07	...	...	0·13	0·20	2·01	1·51	5·28	5·37	...	...	0·65	0·67
8	(*a*) to (*h*)	North Western State		0·20	0·21	...	...	0·18	0·16	2·76	1·09	13·95	12·35	...	...	0·63	0·61
9	(*a*) & (*b*)	Oudh and Rohilkhand State		0·13	0·13	...	...	0·13	0·14	1·47	1·46	6·86	5·23	...	...	0·71	0·69
10	(*a*)	South Indian . .		0·09	0·12	...	...	0·05	0·04	1·10	1·17	14·70	15·29	...	...	1·76	1·03
		3′ 3¾″ Gauge.															
11	(*a*)	Assam-Bengal . .		0·43	0·31	...	...	0·30	0·15	3·77	3·16	7·33	7·26	...	...	1·03	1·02
12	(*a*) & (*b*)	Bengal and North-Western.		0·12	0·10	...	...	0·10	0·18	1·16	1·52	8·40	6·54	...	...	0·41	0·42
14	(*a*) to (*d*)	Bhavnagar Gondal Junagad-Porbandar.		0·12	0·13	...	...	0·16	0·15	2·08	4·09	19·17	18·75	...	...	0·49	0·60
15	(*a*) & (*b*)	Burma . . .		0·28	0·49	...	...	0·11	0·25	1·91	2·72	13·28	11·87	...	...	0·84	0·87
3	(*b*) to (*d*)	Eastern Bengal State*		0·15	0·28	...	...	0·21	0·25	1·91	2·29	8·04	7·18	...	...	0·60	0·54
7	(*c*)	Hyderabad-Godavari Valley.		0·15	0·21	...	...	0·21	0·36	2·07	3·26	5·41	5·44	...	...	0·86	0·98
18	(*a*) to (*d*)	Jodhpur-Bikaner .		0·06	0·06	...	...	0·06	0·08	1·86	0·92	14·38	11·98	...	...	0·37	0·37
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·15	0·20	...	...	0·10	0·14	1·79	1·96	13·32	12·72	...	...	0·67	0·75
10	(*d*)	Nilgiri . . .		0·27	0·42	...	...	0·18	0·38	7·28	9·51	13·66	14·18	...	...	1·17	1·02
2	(*h*) to (*n*)	Rajputana Malwa .		0·13	0·21	...	...	0·09	0·10	1·48	1·58	13·82	13·26	...	...	0·82	0·87
20	(*a*) & (*b*)	Rohilkund and Kumaon.		0·12	0·12	...	...	0·05	0·15	1·16	1·75	9·85	9·65	...	...	0·61	0·69
10	(*f*)	Shoranur-Cochin .		...	...	...	...	...	...	...	...	...	Included with the South Indian				
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian . .		0·11	0·19	...	...	0·09	0·14	1·39	1·39	16·09	15·86	...	...	0·70	0·58
21	(*a*)	Udaipur Chitorgarh .		0·30	0·15	...	...	0·06	0·16	2·88	2·99	15·67	16·07	...	...	1·65	1·78
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia Chanda and Jubbulpore-Gondia Extensions.		0·33	0·14	...	...	0·07	0·18	2·06	2·39	5·85	4·98	...	...	0·79	0·90
8	(*i*)	Kalka-Simla . .		1·19	0·87	...	...	2·39	0·79	22·89	16·34	12·01	12·35	...	...	1·32	1·28
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		0·64	0·63	...	...	0·16	0·42	4·48	4·97	13·93	11·86	...	...	0·61	0·58
10	(*j*)	Morappur-Dharmapuri		0·13	0·15	...	...	0·04	0·04	2·34	2·68	14·68	15·53	...	...	0·10	0·12
1	(*f*)	Purulia-Ranchi .		0·04	0·12	...	...	0·02	0·01	1·39	1·80	5·35	4·82	...	...	1·26	1·23
1	(*g*)	Raipur-Dhamtari .		0·04	0·07	...	...	0·09	0·94	1·77	3·23	5·63	4·90	...	...	0·61	0·54
10	(*k*)	Tirupattur-Krishnagiri.		0·21	0·02	...	...	0·03	0·26	3·31	4·19	15·44	15·02	...	...	0·12	0·11

* Figures for 1st half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

139*a*.	140*a*.	141*a*.	142*a*.	143*a*.	143-A*a*.	143-B*a*.	143-C*a*.	144*a*.	
LOCOMOTIVE EXPENSES.									NUMBER.
TRAIN MILE.									

Running expenses. *Annas.*		Fuel. *Annas.*		Water. *Annas.*		Oil, tallow, and other stores. *Annas.*		Maintenance and renewal of locomotives. *Annas.*		Maintenance and renewal of motor cars. *Annas.*		Maintenance and renewal of machinery, tools and plant. *Annas.*		Electricity and repairs and renewals of electric plant. *Annas.*		Other charges (net.) *Annas.*		Main head.
1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half	2nd half.	
2·55	2·56	2·59	2·49	0·27	0·22	0·29	0·29	2·16	2·98	...	...	0·10	0·13	0·06	0·08	1·49	1·10	1
2·74	2·85	8·24	7·82	0·55	0·50	0·87	0·88	3·06	3·01	...	...	0·33	0·54	...	...	1·28	1·44	2
2·56	2·27	3·59	3·27	0·27	0·22	0·35	0·33	2·25	1·72	...	...	0·38	0·26	...	...	0·41	0·44	3
2·22	2·19	1·37	1·42	0·17	0·14	0·44	0·45	2·05	2·09	0·01	...	0·17	0·17	0·03	0·04	1·14	1·00	4
2·85	2·93	6·41	5·91	0·34	0·27	0·35	0·35	2·71	3·16	...	...	0·26	0·21	...	...	1·31	1·52	5
2·26	2·39	6·00	5·83	0·28	0·27	0·28	0·29	3·86	4·69	0·01	0·01	0·58	0·72	...	...	1·89	1·50	6
1·87	1·77	2·36	2·33	0·25	0·23	0·29	0·24	1·83	2·67	...	...	0·06	0·02	...	...	0·44	0·45	7
2·12	2·10	7·05	5·82	0·34	0·32	0·32	0·36	4·10	1·97	...	...	0·33	0·29	...	...	1·72	1·98	8
1·42	1·45	3·26	2·80	0·12	0·16	0·26	0·25	1·94	1·68	...	...	0·26	0·27	...	...	1·24	1·33	9
2·02	2·16	6·07	5·87	0·18	0·16	0·39	0·39	4·65	5·55	0·02	...	0·17	0·21	...	...	0·90	0·63	10
1·85	1·65	2·83	2·76	0·26	0·24	0·30	0·35	1·70	1·50	...	...	0·03	0 03	...	...	1·98	0·70	11
0·77	0·78	2·85	2·02	0·17	0·17	0·15	0·16	0·94	1·12	...	...	0·01	0·03	...	...	0·80	0·90	12
1·02	1·07	5·02	5·02	0·13	0·15	0·21	0·23	3·23	—6·24	...	...	0·09	0·07	...	...	0·03	0·11	14
2·59	2·55	4·05	3·24	0·34	0·31	0·30	0·29	1·58	1·48	0·01	0·01	0·12	0·17	...	...	0·49	0·77	15
1·52	1·50	2·72	2·48	0·19	0·16	0·24	0·23	1·39	0·99	...	...	0·15	0·12	...	...	1·81	1·47	3
1·49	1·64	1·58	1·61	0·18	0·21	0·18	0·17	0·97	1·12	...	...	0·06	0·01	...	...	1·04	0·94	7
0·71	0·70	4·62	3·40	0·45	0·42	0·32	0 26	1·09	1·27	...	...	0·14	0·13	...	...	0·32	0·89	18
2·11	2·17	4·13	3·94	0·27	0·30	0·18	0·20	2·05	2·21	...	...	0·25	0·39	...	...	0·89	1·07	6
6·21	6·46	16·39	21·00	0·24	0·25	1·25	1·53	7·22	5·97	...	...	0·21	0·14	...	...	1·05	0·92	10
1·95	2·05	4·27	3·72	0·33	0·28	0·25	0·28	2·35	1·96	...	...	0·48	0·52	...	...	0·46	0·74	2
0·84	0·86	3·18	3·00	0·19	0·20	0·19	0·19	1·33	1·30	...	...	0·19	0·19	...	...	0·32	0·31	20
railway 3′ 3⅜″		gauge.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
2·01	2·03	4·11	4·15	0·20	0·20	0·30	0·30	2·38	2·70	0·01	0·01	0·14	0·17	...	...	0·32	0·28	10
0·78	0·83	4·52	4·07	0·12	0·09	0·35	0·34	3·97	1·37	...	...	0·23	0·24	...	...	...	...	21
1·08	1·20	3·17	3·44	0·26	0·25	0·15	0·30	1·23	1·57	...	...	0·04	0·03	...	...	0·78	1·42	1
3·40	3·32	5·38	5·38	0·63	0·28	0·22	0·25	4·09	6·34	...	...	0·41	0·07	...	...	1·24	1·19	8
1·26	1·03	2·17	1·90	0·80	0·16	0·17	0·33	0·84	0·69	...	...	0·05	0·10	...	...	0·27	0·59	8
0·83	0·82	3·86	4·18	0·58	0·52	0·22	0·17	0·42	0·60	...	...	0·04	0·02	...	...	0·01	0·02	10
1·39	1·49	2·46	2·29	0·53	0·47	0·33	0·31	1·47	2·10	...	...	0·02	0·01	...	...	0·56	0·25	1
1·22	1·20	1·38	1·29	0·28	0·40	0·18	0·17	2·09	2·02	...	...	0·02	...	...	...	0·75	1·09	1
1·06	0·88	3·27	4·54	0·82	0·71	0·25	0·18	0·60	4·10	...	...	0·06	0·02	...	...	...	...	10

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway. Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	145*a*.						138*b*.		139*b*.		140*b*.		141*b*.	
																TABLE B.—	
				Per total train mile—*concld.*						Per Engine							
				Total locomotive expenses.		Fuel consumed in terms of—				General Superintendence (including office expenses).		Running expenses.		Fuel.		Water.	
						Coal (Kurhurbaree).		Wood.									
Main head.	Sub-head.			*Annas.*		*lbs.*		*lbs.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		10·43	10·83	67·68	65·50	...	...	0·73	0·81	2·02	2·11	2·05	2·05	0·22	0·18
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		17·71	17·74	68·98	66·78	...	...	0·52	0·59	2·24	2·41	6·73	6·62	0·45	0·42
3	(*a*)	Eastern Bengal State		10·36	8·97	69·38	69·45	...	...	0·37	0·31	1·73	1·55	2·43	2·24	0·18	0·17
4	(*a*) to (*d*)	East Indian. . .		8·43	8·32	70·15	69·97	...	...	0·62	0·62	1·67	1·66	1·03	1·08	0·13	0·10
5	(*a*) to (*g*)	Great Indian Peninsula.		14·92	15·10	72·02	69·25	...	...	0·59	0·65	2·43	2·55	5·48	5·14	0·29	0·24
6	(*a*) & (*b*)	Madras and Southern Mahratta.		15·91	16·55	75·21	76·12	...	...	0·64	0·70	1·93	1·96	5·13	4·79	0·24	0·22
7	(*a*) & (*b*)	Nizam's Guaranteed State.		7·75	8·38	62·68	60·90	...	...	0·53	0·58	1·56	1·54	1·97	2·04	0·21	0·20
8	(*a*) to (*h*)	North Western State		16·61	13·45	70·77	65·97	...	...	0·51	0·50	1·72	1·71	5·72	4·75	0·27	0·26
9	(*a*) & (*b*)*c*	Oudh and Rohilkhand State		9·21	8·63	59·89	60·45	...	...	0·61	0·59	1·22	1·25	2·80	2·41	0·10	0·14
10	(*a*)	South Indian . .		16·16	16·00	57·77	53·75	...	...	1·53	0·91	1·76	1·90	5·28	5·16	0·16	0·14
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam-Bengal . .		9·98	8·25	51·33	50·52	...	...	0·80	0·82	1·43	1·31	2·18	2·21	0·20	0·19
12	(*a*) & (*b*)	Bengal and North-Western.		6·23	5·60	47·39	43·14	...	...	0·34	0·36	0·63	0·65	2·34	1·69	0·14	0·14
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		10·22	1·01	36·57	37·43	...	...	0·45	0·56	0·93	0·99	4·61	4·65	0·12	0·14
15	(*a*) & (*b*)	Burma. . . .		10·32	9·69	42·72	38·15	...	...	0·68	0·71	2·11	2·10	3·29	2·65	0·28	0·25
3	(*b*) to (*d*)	Eastern Bengal State*		8·62	7·54	47·45	48·25	...	...	0·46	0·42	1·17	1·16	2·09	1·92	0·15	0·12
7	(*c*)	Hyderabad-Godavari Valley.		6·36	6·68	40·81	41·39	...	...	0·77	0·89	1·34	1·50	1·42	1·46	0·16	0·19
18	(*a*) to (*d*)	Jodhpur-Bikaner .		8·02	7·44	45·01	39·78	...	...	0·34	0·34	0·65	0·65	4·26	3·17	0·41	0·39
6	(*c*) to (*l*)	Madras and Southern Mahratta.		10·55	11·03	43·39	43·37	...	...	0·58	0·65	1·83	1·89	3·58	3·43	0·23	0·26
10	(*d*)	Nilgiri . . .		33·74	37·29	167·92	207·36	...	...	1·04	0·88	5·49	5·60	14·49	18·18	0·21	0·22
2	(*h*) to (*n*)	Rajputana-Malwa .		10·91	10·42	43·21	39·23	...	...	0·71	0·75	1·67	1·76	3·64	3·19	0·28	0·24
20	(*a*) & (*b*)	Rohilkund and Kumaon.		6·90	6·74	45·18	43·47	...	...	0·46	0·52	0·62	0·64	2·36	2·25	0·14	0·15
10	(*f*)	Shoranur-Cochin .		...	...	...	...	...	...	...	...	...	Included with the South Indian				
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian . .		10·17	10·42	35·79	36·59	...	...	0·62	0·52	1·79	1·82	3·67	3·71	0·18	0·18
21	(*a*)	Udaipur-Chitorgarh .		11·62	8·72	36·45	31·95	...	...	1·58	1·66	0·72	0·77	4·21	3·79	0·11	0·08
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		7·50	9·11	75·88	82·13	...	...	0·62	0·72	0·83	0·96	2·47	2·75	0·20	0·20
8	(*i*)	Kalka-Simla . .		16·69	18·11	62·67	61·02	...	...	1·05	0·98	2·71	2·56	4·28	4·14	0·51	0·21
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		6·17	5·83	21·82	22·46	...	...	0·54	0·52	1·13	0·91	1·95	1·69	0·72	0·54
10	(*j*)	Morappur-Dharmapuri.		6·06	6·45	36·76	37 71	...	...	0·10	0·12	0·83	0·82	3·84	4·18	0·58	0·52
1	(*f*)	Purulia-Ranchi . .		8·02	8·15	64·32	60·01	...	...	1·04	1·01	1·15	1·22	2·03	1·88	0·44	0·38
1	(*g*)	Raipur-Dhamtari .		6·53	6·71	34·41	32·29	...	...	0·50	0·49	1·00	1·08	1·13	1·17	0·23	0·36
10	(*k*)	Tirupattur-Krishnagiri.		6·18	10·54	29·66	42·30	...	...	0·12	0·11	1·06	0·86	3·26	4·44	6·81	0·70

* Figures for 1st half exclude Cooch Behar railway (Native State section.)

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

142 *b.*	143 *b.*	143-A. *b.*	143-B. *b.*	143-C. *b.*	144 *b.*	145 *b.*	

LOCOMOTIVE EXPENSES—*contd.*

—MILE.

Oil, tallow and other stores.		Maintenance and renewal of locomotives.		Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		Fuel consumed in terms of —				Main head.	Number.
														Coal (Kurharbaree).		Wood.			
Annas.		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*lbs.*		*lbs.*			
1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.		
0·23	0·24	1·71	2·45	...	...	0·08	0·10	0·05	0·07	1·18	0·90	8·27	8·91	53·68	53·91	...	...	1	
0·71	0·75	2·50	2·55	...	...	0·26	0·46	...	...	1·05	1·22	14·46	15·02	56·33	56·52	...	...	2	
0·24	0·23	1·53	1·18	...	...	0·26	0·18	...	...	0·27	0·30	7·01	6·16	46·96	47·66	...	...	3	
0·33	0·34	1·54	1·59	...	...	0·13	0·13	0·03	0·03	0·85	0·77	6·33	6·32	52·67	53·19	...	...	4	
0·30	0·31	2·31	2·75	...	...	0·22	0·18	...	...	1·12	1·32	12·74	13·14	61·52	60·25	...	...	5	
0·24	0·23	3·29	3·84	0·01	0·01	0·50	0·59	...	...	1·61	1·24	13·59	13·58	64·22	62·46	...	...	6	
0·24	0·21	1·53	2·32	...	...	0·05	0·02	...	...	0·37	0·40	6·46	7·31	52·29	53·11	...	...	7	
0·26	0·29	3·33	1·61	...	...	0·27	0·23	...	...	1·40	1·61	13·48	10·96	57·43	53·77	...	...	8	
0·22	0·22	1·67	1·45	...	...	0·22	0·23	...	...	1·07	1·14	7·91	7·49	51·50	51·96	...	...	9	
0·34	0·35	4·04	4·88	0·02	...	0·15	0·18	...	...	0·78	0·55	14·06	14·07	50·25	47·27	...	...	10	
0·23	0·28	1·31	1·22	...	...	0·02	0·03	...	...	1·53	0·57	7·70	6·63	39·62	40·38	...	...	11	
0·13	0·13	0·77	0·94	...	...	0·04	0·02	...	...	0·74	0·75	5·13	4·68	39·00	36·09	...	...	12	
0·20	0·21	2·97	—5·78	...	...	0·08	0·06	...	...	0·03	0·10	9·39	0·93	33·61	34·67	...	...	14	
0·24	0·24	1·28	1·21	0·01	0·01	0·09	0·14	...	...	0·40	0·63	8·38	7·94	34·66	31·26	...	...	15	
0·18	0·21	1·07	0·77	...	...	0·12	0·10	...	...	1·39	1·15	6·63	5·85	36·47	37·45	...	...	3	
0·16	0·15	0·87	1·02	...	...	0·06	0·01	...	...	0·93	0·86	5·71	6·08	36·65	37·65	...	...	7	
0·30	0·25	0·99	1·17	...	...	0·13	0·13	...	...	0·30	0·83	7·38	6·93	41·46	37·03	...	...	18	
0·15	0·17	1·78	1·92	...	...	0·22	0·34	...	...	0·78	0·93	9·15	9·59	37·64	37·72	...	...	6	
1·11	1·32	6·38	5·17	...	...	0·18	0·12	...	...	0·93	0·80	29·83	32·29	148·48	179·53	...	...	10	
0·21	0·24	2·01	1·68	...	...	0·41	0·45	...	...	0·39	0·63	9·32	8·94	36·91	33·68	...	...	2	
0·14	0·14	1·03	0·98	...	...	0·13	0·14	...	...	0·24	0·24	5·12	5·06	33·54	32·64	...	...	20	
railway	3′ 3⅜″	gauge.	—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	
0·27	0·26	2·12	2·41	0·01	0·02	0·12	0·15	...	...	0·29	0·25	9·07	9·32	31·90	32·73	...	...	10	
0·33	0·31	3·69	1·27	...	...	0·22	0·22	...	...	...	...	10·81	8·10	33·91	29·69	...	...	21	
0·12	0·24	0·96	1·26	...	...	0·03	0·03	...	...	0·61	1·13	5·84	7·29	59·16	65·68	...	...	1	
0·17	0·19	3·26	4·88	...	...	0·33	0·06	...	...	0·99	0·92	13·30	13·94	49·93	46·96	...	...	8	
0·16	0·29	0·75	0·61	...	...	0·05	0·09	...	...	0·24	0·53	5·54	5·18	19·60	19·95	...	...	8	
0·22	0·17	0·42	0·60	...	...	0·04	0·02	...	...	0·01	0·02	6·04	6·45	36·63	37·71	...	...	10	
0·27	0·25	1·22	1·72	...	...	0·01	0·01	...	...	0·47	0·21	6·63	6·68	53·20	49·22	...	...	1	
0·15	0·16	1·71	1·82	...	...	0·01	...	...	...	0·62	0·99	5·35	6·07	28·22	29·19	...	...	1	
0·25	0·18	0·60	4·01	...	...	0·06	0·02	...	...	...	...	6·16	10·32	29·58	41·41	...	...	10	

QQQ

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

TABLE B.—

PER 1,000 GROSS

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	138 *c.*		139 *c.*		140 *c.*		141 *c.*		2 *c.*		143 *c.*		143-A *c.*	
Main head.	Sub-head.			General Superintendence (including office expenses). *Rs.*		Running expenses. *Rs.*		Fuel. *Rs.*		Water. *Rs.*		Oil, tallow and other stores. *Rs.*		Maintenance and renewal of locomotives. *Rs.*		Maintenance and renewal of motor cars. *Rs.*	
				1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.
		5′ 6″ GAUGE.															
1	(*a*)	Bengal-Nagpur		0·13	0·14	0·35	0·37	0·36	0·36	0·04	0·03	0·04	0·04	0·30	0·43	...	...
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·10	0·11	0·41	0·44	1·23	1·22	0·08	0·08	0·13	0·14	0·46	0·47	...	...
3	(*a*)	Eastern Bengal State		0·10	0·07	0·47	0·35	0·66	0·51	0·05	0·03	0·06	0·05	0·41	0·27	...	...
4	(*a*) to (*d*)	East Indian		0·09	0·09	0·25	0·26	0·16	0·17	0·02	0·02	0·05	0·05	0·24	0·25	...	...
5	(*a*) to (*g*)	Great Indian Peninsula		0·11	0·12	0·45	0·49	1·00	0·98	0·05	0·04	0·05	0·06	0·42	0·52	...	...
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·13	0·15	0·39	0·43	1·03	1·04	0·05	0·05	0·05	0·05	0·66	0·84	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·12	0·12	0·33	0·33	0·42	0·43	0·04	0·04	0·05	0·04	0·33	0·49	...	...
8	(*a*) to (*h*)	North Western State		0·10	0·10	0·34	0·33	1·13	0·94	0·05	0·05	0·05	0·06	0·66	0·32	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand State		0·12	0·12	0·25	0·26	0·58	0·50	0·02	0·03	0·05	0·04	0·34	0·30	...	...
10	(*a*)	South Indian		0·41	0·24	0·47	0·50	1·41	1·37	0·04	0·04	0·09	0·09	1·08	1·30	...	...
		3′ 3¾″ GAUGE.															
11	(*a*)	Assam-Bengal		0·29	0·29	0·52	0·47	0·81	0·79	0·07	0·07	0·09	0·10	0·49	0·44	...	...
12	(*a*) & (*b*)	Bengal and North-Western.		0·10	0·12	0·20	0·21	0·73	0·55	0·05	0·05	0·04	0·04	0·24	0·31	...	...
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		0·20	0·25	0·42	0·44	2·07	2·05	0·05	0·06	0·09	0·09	1·33	—2·55	...	...
15	(*a*) & (*b*)	Burma		0·22	0·25	0·67	0·74	1·04	0·94	0·09	0·09	0·08	0·08	0·41	0·43	...	...
3	(*b*) to (*d*)	Eastern Bengal State *		0·16	0·16	0·44	0·44	0·72	0·74	0·05	0·05	0·06	0·08	0·36	0·29	...	...
7	(*c*)	Hyderabad-Godavari Valley.		0·28	0·35	0·48	0·59	0·51	0·58	0·06	0·07	0·06	0·06	0·31	0·40	...	...
18	(*a*) to (*d*)	Jodhpur-Bikaner		0·11	0·11	0·21	0·22	1·38	1·04	0·13	0·13	0·09	0·08	0·32	0·39	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·21	0·24	0·64	0·69	1·27	1·25	0·08	0·09	0·05	0·06	0·63	0·70	...	...
10	(*d*)	Nilgiri		1·06	0·84	5·61	5·33	14·80	17·33	0·22	0·21	1·13	1·26	6·52	4·93	...	...
2	(*h*) to (*n*)	Rajputana-Malwa		0·22	0·23	0·50	0·55	1·11	1·00	0·08	0·08	0·07	0·07	0·61	0·52	...	...
20	(*a*) & (*b*)	Rohilkund and Kumaon.		0·15	0·20	0·22	0·25	0·81	0·84	0·05	0·06	0·05	0·05	0·35	0·36	...	...
10	(*f*)	Shoranur-Cochin		...	...	...	...	...	...	...	...	...	Included	with the	South	Indian	
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian		0·22	0·18	0·64	0·63	1·32	1·29	0·06	0·06	0·10	0·10	0·76	0·84	...	0·01
21	(*a*)	Udaipur-Chitorgarh		0·50	0·57	0·24	0·27	1·36	1·31	0·04	0·03	0·11	0·11	1·20	0·45	...	...
		2′ 6″ GAUGE.															
1	(*b*) & (*c*)	Gondia Chanda and Jubbulpore-Gondia Extensions.		0·24	0·27	0·33	0·36	0·97	1·01	0·08	0·07	0·04	0·09	0·38	0·46	...	...
8	(*i*)	Kalka-Simla		1·05	1·00	2·73	2·59	4·31	4·21	0·51	0·21	0·17	0·19	3·28	4·96	...	...
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai		0·68	0·62	1·42	1·09	2·43	2·01	0·89	0·65	0·19	0·35	0·94	0·73	...	...
10	(*j*)	Morappur-Dharmapuri		0·07	0·08	0·61	0·55	2·82	2·81	0·42	0·35	0·16	0·11	0·31	0·40	...	...
1	(*f*)	Purulia-Ranchi		0·37	0·38	0·42	0·46	0·74	0·71	0·16	0·15	0·10	0·10	0·44	0·65	...	...
1	(*g*)	Raipur-Dhamtari		0·35	0·40	0·71	0·88	0·81	0·95	0·16	0·29	0·11	0·13	1·22	1·49	...	...
10	(*k*)	Tirupattur-Krishnagiri.		0·08	0·08	0·71	0·58	2·19	3·02	0·55	0·48	0·17	0·12	0·40	2·73	...	...

* Figures for 1st half exclude Cooch Behar railway (Native State section.)

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

143-B *c*	143-C *c*	144 *c*.	145 *c*.									146 *a*.		147 *a*.		148 *a*.		
LOCOMOTIVE EXPENSES—*concld.*												TABLE C.—CARRIAGE AND WAGON EXPENSES.						NUMBER.
TON-MILES.												PER TOTAL TRAIN-MILE.						
Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		Fuel consumed in terms of—				General Superintendence (including office expenses).		Repairs and renewals of coaching vehicles.		Repairs and renewals of goods vehicles.		Main head.
								Coal (Kurburbaree).		Wood.								
Rs.		*Rs.*		*Rs.*		*Rs.*		*lbs.*		*lbs.*		*Annas.*		*Annas.*		*Annas.*		
1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half	2nd half.	
0·01	0·02	0·01	0·02	0·20	0·16	1·44	1·57	149·57	151·63	...	...	0·21	0·22	0·71	1·11	1·20	1·16	1
0·04	0·08	...	...	0·19	0·22	2·64	2·76	164·40	166·25	...	...	0·30	0·33	1·31	1·41	2·04	1·91	2
0·07	0·04	...	...	0·08	0·07	1·90	1·39	203·48	172·31	...	...	0·34	0·26	1·77	1·12	1·37	0·73	3
0·02	0·02	...	...	0·13	0·12	0·96	0·98	128·39	131·36	...	...	0·20	0·21	0·89	1·07	2·17	1·84	4
0·04	0·03	...	...	0·21	0·25	2·33	2·49	179·91	183·10	...	...	0·24	0·28	0·99	0·98	0·48	1·02	5
0·10	0·13	...	...	0·33	0·27	2·74	2·96	207·17	217·43	...	...	0·38	0 42	1·97	2·08	1·93	1·51	6
0·01	0·01	...	...	0·08	0·08	1·38	1·54	178·03	179·49	...	...	0·17	0·13	1·04	0·41	0·94	0·84	7
0·05	0·04	...	...	0·28	0·32	2·66	2·16	181·36	182·64	...	...	0·21	0·24	1·75	1·34	2·46	1·04	8
0·05	0·05	...	...	0·22	0·23	1·63	1·53	169·26	171·02	...	...	0·30	0·29	0·39	2·06	1·05	0·29	9
0·04	0·05	...	...	0·21	0·15	3·75	3·74	214·35	201·04	...	...	0·59	0·32	1·17	0·72	1·94	0·48	10
0·01	0·02	...	...	0·56	0·20	2·84	2·38	34·01	232·97	...	...	0·39	0·35	0·72	1·03	0·92	0·95	11
0·01	0·01	...	...	0·23	0·24	1·60	1·53	194·92	188·37	...	...	0·15	0·15	0·45	0·47	0·42	0·63	12
0·04	0·03	...	...	0·02	0·04	4·22	0·41	241·61	245·10	...	...	0·14	0·18	0·24	1·76	0·15	0·12	14
0·03	0·05	...	...	0·12	0·22	2·66	2·80	176·11	176·62	...	...	0·33	0·34	0·48	0·53	1·24	1·92	15
0·03	0·04	...	...	0·47	0·43	2·29	2·23	202·08	228·39	...	...	0·32	0·31	1·63	0·81	0·63	0·72	3
0·02	...	...	...	0·34	0·34	2·06	2·39	211·36	237·34	...	...	0·12	0·13	0·46	0·34	0·21	0·24	7
0·04	0·04	...	...	0·10	0·27	2·38	2·28	214·29	194·69	...	...	0·13	0·13	0·41	0·68	0·45	0·45	18
0·08	0·12	...	...	0·27	0·34	3·23	3·49	212·77	219·36	...	...	0·27	0·28	1·10	0·90	1·22	1·12	6
0·19	0·12	...	...	0·95	0·76	30·48	30·78	2,427·00	2,738·10	...	...	0·39	0·34	0·87	0·73	0·40	0·52	10
0·13	0·14	...	...	0·12	0·20	2·84	2·79	180·19	167·87	...	...	0·29	0·31	1·09	1·23	0·72	1·14	2
0·04	0·05	...	...	0·09	0·09	1·76	1·90	183·77	194·99	...	...	0·27	0·31	0·45	0·50	0·80	0·77	20
railway	3′ 3⅜″	gauge.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
0·05	0·05	...	...	0·11	0·09	3·26	3·25	183·48	182·45	...	...	0·23	0·19	1·26	1·19	0·66	0·89	10
0·07	0·08	...	...	...	...	3·52	2·82	175·78	165·06	...	...	0·37	0·39	1·61	1·51	0·13	0·33	21
0·01	0·01	...	...	0·24	0·42	2·29	2·69	370·98	388·37	...	...	0·15	0·17	0·82	0·59	0·78	0·89	1
0·33	0·06	...	...	1·00	0·93	13·38	14·15	803·73	763·03	...	...	0·36	0·38	3·93	2·10	1·11	1·11	8
0·06	0·10	...	...	0·30	0·63	6·91	6·18	391·15	380·76	...	...	0·13	0·15	0 22	0·27	0·10	0·27	8
0·03	0·02	...	...	0·01	0·01	4·43	4·33	430·31	405·31	...	...	0·03	0·04	0·06	0·22	0·03	0·19	10
...	...	...	...	0·17	0·08	2·40	2·53	308 38	297·95	...	...	0·31	0·28	2·51	0·59	0·38	1·03	1
0·01	...	...	...	0·44	0·80	3·81	4·94	321·63	380·05	...	...	0·10	0·06	0·78	0·59	0·24	0·24	1
0·04	0·01	...	...	...	...	4·14	7·02	317·94	450·76	...	...	0·04	0·04	0·19	0·34	0·02	0·18	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

TABLE C.—CARRIAGE AND WAGON

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	148-A *a*.		149 *a*.		149-A *a*.		150 *a*.		151 *a*.		146 *b*.		147 *b*.	
				Per total train-mile—*concld*.										Per 1,000			
Main head.	Sub-head.			Repairs and renewals of machinery, tools and plant. *Annas.*		Cleaning and oiling. *Annas.*		Electricity and repairs and renewals of electric plant. *Annas.*		Other charges (net). *Annas.*		Total Carriage and Wagon expenses. *Annas.*		General Superintendence (including office expenses). *Rs.*		Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. *Rs.*	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur		0·04	0·05	0·61	0·61	0·02	0·04	0·02	0·02	2·81	3·21	0·43	0·49	6·58	9·09
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·25	0·26	0·38	0·41	...	...	0·03	0·03	4·31	4·35	0·78	0·92	9·22	8·48
3	(*a*)	Eastern Bengal State		0·10	0·04	0·38	0·34	...	...	0·04	0·02	4·00	2·51	1·08	0·68	13·59	7·99
4	(*a*) to (*d*)	East Indian		0·04	0·06	0·26	0·24	0·04	0·03	0·02	*—0·02*	3·62	3·43	0·41	0·42	7·37	8·59
5	(*a*) to (*g*)	Great Indian Peninsula.		0·08	0·09	0·37	0·38	...	...	0·01	0·03	2·17	2·78	0·85	1·05	9 31	8·37
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·16	0·25	0·34	0·35	...	...	...	...	4·78	4·61	1·30	1·39	16·38	15·26
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·01	...	0·25	0·24	...	...	...	...	2·41	1·62	0·51	0·35	11·96	4·66
8	(*a*) to (*h*)	North Western State		0·17	0·14	0·29	0·54	...	...	0·05	0·04	4·93	3·34	0·60	0·68	14·33	10·24
9	(*a*) & (*b*)	Oudh and Rohilkhand State		0·11	0·17	0·35	0·35	...	...	0·04	0·04	2·24	3·20	0·75	0·78	3·17	14·94
10	(*a*)	South Indian		...	0·05	0·34	0·40	...	...	0·04	0·03	4·08	2·00	2·69	1·41	11·89	6·85
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam-Bengal		0·01	0·01	0·36	0·35	...	...	0·04	0·07	2·44	2·76	1·46	1·36	5·54	7·79
12	(*a*) & (*b*)	Bengal and North-Western.		0·03	0·03	0·31	0·29	...	...	0·02	0·02	1·38	1·59	0·32	0·34	2·22	2·22
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		0·04	0·03	0·19	0·22	...	...	...	...	0·76	2·31	0·48	0·59	1·39	9·87
15	(*a*) & (*b*)	Burma		0·04	0·05	0·28	0·28	...	...	0·01	0·02	2·48	3·15	0·86	0·98	3·45	3·88
3	(*b*) to (*d*)	Eastern Bengal State*		0·04	0·09	0·35	0·38	...	...	0·02	0·02	2·99	2·33	0·93	1·05	9·94	5·63
7	(*c*)	Hyderabad-Godavari Valley.		0·01	0·01	0·13	0·15	...	...	...	...	0·93	0·87	0·41	0·45	3·89	2·32
18	(*a*) to (*d*)	Jodhpur-Bikaner		0·07	0·07	0·18	0·19	...	...	0·01	0·03	1·25	1·55	0·39	0·41	3·00	4·70
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·03	0·05	0·18	0·20	...	..	0·01	...	2·81	2·55	0·80	0·82	10·18	7·29
10	(*d*)	Nilgiri		0·05	0·05	1·27	1·22	...	...	0·02	...	3·00	2·86	4·37	3·68	15·17	12·69
2	(*h*) to (*n*)	Rajputana-Malwa		0·09	0·05	0·28	0·34	...	...	0·06	*—0·06*	2·53	3·01	0·66	0·77	7·40	7·03
20	(*a*) & (*b*)	Rohilkund and Kumaon.		0·04	0·05	0·30	0·32	...	...	0·07	0·06	1·93	2·01	0·58	0·77	3·03	3·10
10	(*f*)	Shoranur-Cochin		...	...	...	...	...	...	...	...	...	...	Included with		the	South
10	(*b*),(*c*) (*e*) & (*g*) to (*i*)	South Indian		0·05	0·06	0·35	0·37	...	...	0·02	0·02	2·57	2·73	0·72	0·61	7·57	7·14
21	(*a*)	Udaipur-Chitorgarh		0·01	0·01	0·44	0·52	...	...	...	...	2·56	2·76	0·87	0·91	3·84	3·49
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		0·02	0·03	0·40	0·49	...	...	0·02	0·01	2·19	2·18	0·38	0·41	5·48	3·41
8	(*i*)	Kalka-Simla		*—0·01*	0·01	0·34	0·35	...	...	0·02	0·02	5·75	3·97	2·85	2·99	63·80	30·62
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		...	...	0·56	0·36	...	...	0·02	0·02	1·03	1·07	0·79	0·89	2·56	2·85
10	(*j*)	Morappur-Dharmapuri		0·01	0·01	0·62	0·58	...	...	...	...	0·75	1·04	0·17	0·19	0·40	1·56
1	(*f*)	Purulia-Ranchi		0·07	...	0·51	0·68	...	...	0·11	0·04	3·89	2·62	0·77	0·73	10 33	2·14
1	(*g*).	Raipur-Dhamtari		...	0·01	0·40	0·84	...	...	...	...	1·52	1·74	0·38	0·28	6·41	4·32
10	(*k*)	Tirupattur-Krishnagiri.		0·02	0·01	0·71	0·55	...	...	...	...	0·98	1·11	0·18	0·17	1·33	2·28

* Figures for 1st-half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

148b.		148-Ab.		149b.		149-Ab.		150b.		151b.		152a.		153a.		154a.		NUMBER.
EXPENSES—*concluded.*												TABLE D.—TRAFFIC EXPENSES.						
VEHICLE MILES RUN BY HOME VEHICLES.												PER TOTAL TRAIN-MILE.						
Repairs and renewals of goods vehicles calculated on goods vehicle mileage.		Repairs and renewals of machinery, tools and plant.		Cleaning and oiling.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Carriage and Wagon expenses.		General superintendence (including office expenses).		Station staff.		Train staff.		Main head.
Rs.		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Rs.*		*Annas.*		*Annas.*		*Annas.*		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3·13	3·65	0·08	0·12	1·24	1·38	0·04	0·08	0·04	0·05	5·72	7·28	0·94	0·99	2·76	2·70	0·88	0·87	1
8·55	10·28	0·66	0·74	0·98	1·16	...	...	0·07	0·09	11·28	12·34	0·71	0·77	3·60	3·64	0·69	0·73	2
7·39	3·01	0·32	0·08	1·19	0·91	...	...	0·14	0·06	12·68	6·54	1·29	1·11	6·31	6·03	1·36	1·25	3
5·77	4·98	0·03	0·12	0·52	0·49	0·08	0·05	0·05	*−0·03*	7·30	6·94	0·98	0·98	3·32	1·99	1·29	1·30	4
2·77	6·87	0·27	0·33	1·32	1·41	...	...	0·05	0·12	7·74	10·45	0 57	0·62	2·37	2·43	1·37	1·43	5
10·96	9·34	0·53	0·85	1·15	1·16	...	...	0·01	...	16·14	15·45	0·68	0·77	2·18	2 50	0·76	0·91	6
3·69	3·06	0·02	0·01	0·74	0·66	...	...	...	...	7·06	4·47	0·72	0·70	1·62	1·52	0·85	0·89	7
10·96	4·77	0·49	0·40	0·83	1·55	...	...	0·14	0·12	14·26	9·58	0·75	0·76	2·90	3·58	1·08	1·08	8
3·84	1·24	0·27	0·47	0·87	0·94	...	...	0·11	0·12	5·63	8·66	0·93	0·98	2·76	2·78	1·11	1·09	9
15·96	4·10	*−0·02*	0·23	1·54	1·80	...	...	0·19	0·11	18·53	8·95	0·79	0·88	1·94	2·08	0·74	0·77	10
6·91	7·13	0·05	0·02	1·39	1·30	...	...	0·15	0·28	9·28	10·44	1·42	1·18	3·01	3·12	0·76	0·72	11
1·62	2·55	0·07	0·08	0·68	0·64	...	...	0·03	0·04	2·99	3·49	0·50	0·53	1·58	1·64	0·47	0·48	12
1·13	0·98	0·15	0·11	0·62	0·72	...	...	...	...	2·53	7·66	0·48	0·61	1·72	1·88	0·34	0·36	14
5·51	9·13	0·11	0·15	0·74	0·81	...	...	0·05	0·07	6·52	9·08	0·80	0·81	2·20	2·23	0·78	0·78	15
3·43	4·66	0·11	0·30	1·01	1·26	...	...	0·07	0·08	8·65	7·81	0·94	1·02	3·37	2 95	0·90	0·80	3
1·16	1·65	0·02	0·02	0·42	0·51	...	...	...	0 01	3·10	2·98	0·74	0·90	1·37	1·61	0·71	0·82	7
2·27	2·61	0·22	0 22	0·52	0·61	...	...	0·04	0.08	3·73	4·89	0·52	0·52	1·15	1·01	0·26	0·25	18
5·44	5 19	0·09	0·16	0·52	0·60	...	...	0·04	...	8·42	7·54	0·62	0·64	1·56	1·67	0·53	0·59	6
12·41	15·19	0·55	0·51	14·14	13·24	...	...	0·24	0·04	33·49	31·09	1·00	1·02	3·65	3·75	0·82	0·86	10
2·64	5·03	0·22	0·11	0·67	0·85	...	...	0·13	*−0·15*	6·00	7·49	0·65	0·70	2·43	2·46	0·75	0·80	2
2·53	3·14	0·09	0·13	0·65	0·78	...	...	0·13	0·13	4·14	4·94	0·60	0·71	1·95	2·23	0·49	0·57	20
Indian railway		3′ 3⅜″ gauge.		...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
4·45	5·87	0·16	0·19	1·11	1·14	...	...	0·07	0·07	8·16	8·56	0·84	0·79	2·05	1·99	0·58	0·58	10
0·30	0·77	0·02	0·02	1·05	1·20	...	...	...	...	6·08	6·39	1·62	1·79	2·19	2·07	0·28	0·31	21
3·10	3·72	0·05	0·07	1·00	1·18	...	...	0·05	0 01	5·47	5·26	0·93	1 03	1·77	1·75	0·78	0·80	1
17·74	19·51	*−0·03*	0·11	2·71	2·76	...	...	0·17	0·16	46·21	31·61	1·55	1·17	3·65	3·53	1·01	1·02	8
1·53	6·20	...	0·01	3·62	2·20	...	...	0·15	0·11	6·67	6·47	0·70	0·71	2·06	2·17	0·50	0·50	8
0·61	3·02	0·08	0·05	3 24	2 91	...	...	...	0·01	3·95	5·17	0·21	0 36	*0·66*	0·69	0·43	0·30	10
2·46	9·03	0 19	0·01	1·28	1·74	...	...	0·28	0·10	9·82	6 75	0·36	1·29	1·52	1·82	0·24	0·25	1
1·51	2·26	0·01	0·01	1·45	3·71	...	...	0·01	...	5·48	7·66	0·24	0·24	1·73	1·20	0·69	0 58	1
0·27	2·39	0·09	0·03	3·31	2·46	...	...	...	...	4·58	4·98	0·30	0·35	1·02	0·83	0·20	0·15	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	155*a*.		156*a*.		157*a*.		158*a*.		159*a*.		160*a*.		161*a*.	
				TABLE D—													
				Per total Train Mile													
Main head.	Sub-head.			Fuel, lighting, water and general stores. *Annas.*		Clothing. *Annas.*		Printing, stationery and tickets. *Annas.*		Charges for delivery and collection of goods, etc. *Annas.*		Miscellaneous expenses. *Annas.*		Payments to other lines. *Annas.*		Other charges (net). *Annas.*	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		0·55	0·69	0·11	0·04	0·21	0·28	0·01	0·01	0·01	0·01	0·54	0·66	...	0·01
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		1·04	1·01	0·09	0·13	0·45	0·36	...	...	0·01	0 01	0·01	0·01	...	...
3	(*a*)	Eastern Bengal State		1·52	1·09	0·08	0·16	0·48	0·26	0·02	0·02	0·02	0·02	...	...	0·06	0·03
4	(*a*) to (*d*)	East Indian . .		0·96	0·69	0·09	0·06	0·23	0·26	0·04	0·03	0·02	0·02	0·10	0·07	0·01	0·02
5	(*a*) to (*g*)	Great Indian Peninsula.		0·72	0·79	0·10	0·09	0·26	0·24	0·01	0·02	0·01	0·01	0·25	0·11	0·01	0·01
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·52	0·68	0·07	0·08	0·21	0·31	0·03	0·03	0·04	0·05	0·01	0·01	...	0·02
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·44	0·42	0·06	0·05	0·26	0·15	0·01	...	0·01	0·01	0·29	0·26	...	0·01
8	(*a*) to (*h*)	North Western State		0·62	0·97	0·18	0·12	0·31	0·28	...	0·01	...	...	0·12	0·94	0·02	0·03
9	(*a*) & (*b*)	Oudh and Rohilkhand State.		0·43	0·47	0·15	0·08	0·17	0·28	...	...	...	...	0·32	0·54	0·02	0·02
10	(*a*)	South Indian . .		0·38	0·34	0·09	...	0·02	0·02	0·02	0·02	0·02	...	0·48	0·92	...	...
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam-Bengal . .		0·58	0·54	0·01	0·03	0·37	0·29	...	...	...	...	...	...	0·02	0·02
12	(*a*) & (*b*)	Bengal and North-Western.		0·42	0·47	0·05	0·05	0·20	0·18	...	...	0·04	0·03	0·11	0·12	0·04	0·04
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		0·62	0·63	0·02	0·08	0·38	0·41	...	...	0·01	0 01	0·13	0 15	0·01	0·01
15	(*a*) & (*b*)	Burma . . .		0·52	0·52	0·06	0·16	0·31	0·17	...	...	0·02	0·02	...	...	0·03	0·03
3	(*b*) to (*d*)	Eastern Bengal State*		0·76	0·58	0·04	0·13	0·39	0·19	...	...	0 01	0·03	...	...	0·04	0·06
7	(*c*)	Hyderabad-Godavari Valley.		0·42	0·46	0·07	0·07	0·26	0·18	...	...	0·02	0·07	0·25	0·33	...	0·01
18	(*a*) to (*d*)	Jodhpur-Bikaner .		0·52	0·44	0·03	0·03	0·38	0·28	...	...	...	...	0·30	0·37	0·01	0·01
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·34	0·39	0·07	0·08	0·25	0·20	...	...	0·02	0·02	0·16	0·12	0·02	0·02
10	(*d*)	Nilgiri . . .		0·26	0·24	0·01	...	0·03	0·03	0·01	0·14	0·02	...	...	...	...	...
2	(*h*) to (*n*)	Rajputana-Malwa .		0·77	0·77	0·06	0·09	0·35	0·32	...	...	0·02	0·03	0·17	0·19	0·03	...
20	(*a*) & (*b*)	Rohilkund and Kumaon.		0·64	0·75	0·01	0·06	0 29	0·27	...	...	0·03	0·03	0·29	0·42	...	...
10	(*f*)	Shoranur-Cochin .			...	...	...	...	...	...	...	...	...		Included	with the	South
10	(*b*),(*c*), (*e*) & (*g*) to (*i*)	South Indian . .		0·58	0·68	0·08	0·02	0·41	0·51	...	...	0·05	0·01	0·04	0·06	...	...
21	(*a*)	Udaipur-Chitorgarh.		0·38	0 68	0·06	0·05	0·42	0·78	...	...	0·04	0·04	0·37	0·47	...	...
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		0·59	0·61	0·08	0·02	0·05	0·05	...	...	0·02	0·02	0·27	0·25	...	0·01
	(*i*)	Kalka-Simla . .		0·88	0·70	0·14	0·45	0·35	0·29	0·05	0·04	...	...	*—0·10*	...	0·06	0·02
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		0·64	0·71	...	0·30	0·30	0·28	...	...	...	...	...	...	0·02	0·01
10	(*j*)	Morappur-Dharmapuri		0·05	0·09	...	...	0·01	0·01	...	...	...	...	...	...	...	...
1	(*f*)	Purulia-Ranchi . .		0·26	0·26	...	...	0·03	0·01	...	...	0·02	0·02	...	...	...	...
1	*g*)	Raipur-Dhamtari .		0·05	0·05	...	...	0·04	0·03	...	...	0·03	0·03	...	...	...	...
10	(*k*)	Tirupattur-Krishnagiri.		0·08	0·09	...	0 01	0·01	...	...	...	0·01	...	...	...	...	...

* Figures for 1st half exclude Cooch Behar railway (Native State section.)

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

162*a*.	152*b*.	153*b*.	154*b*.	155*b*.	156*b*.	157*b*.	158*b*.	159*b*.	NUMBER.
TRAFFIC EXPENSES—*contd.*									
—*concld.*	PER CENT. OF TRAFFIC EARNINGS (*Abstracts H. and I. of Revenue Accounts.*)								
Total Traffic expenses. *Annas.*	General superintendence (including office expenses). *Per cent.*	Station staff. *Per cent.*	Train staff. *Per cent.*	Fuel, lighting, water and general stores. *Per cent.*	Clothing. *Per cent.*	Printing, stationery and tickets. *Per cent.*	Charges for delivery and collection of goods, etc. *Per cent.*	Miscellaneous expenses. *Per cent.*	Main head.

1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	
6·01	6·26	1·37	1·70	4·03	4·64	1·28	1·48	0·80	1·18	0·16	0·07	0·31	0·47	0·02	0·02	0·01	0·02	1
6·60	6·66	0·78	0·93	3·96	4·41	0·76	0·89	1·14	1·23	0·11	0·15	0·49	0·43	...	...	0·01	0·01	2
11·04	9·97	2·18	1·58	10·49	8·59	2·30	1·78	2·57	1·55	0·14	0·22	0·81	0·36	0·04	0·03	0·03	0·04	3
7·04	5·42	1·32	1·42	4·49	2·89	1·75	1·89	1·30	0·99	0·12	0·09	0 31	0·38	0·05	0·05	0·03	0·03	4
5·67	5·75	0·84	1·12	3·50	4·36	2·02	2·56	1·07	1·42	0·16	0·16	0·38	0·44	0·02	0·02	0·02	0·03	5
4·50	5·36	1·00	1·20	3·24	3·88	1·13	1·40	0·76	1·06	0·11	0·12	0·30	0·47	0·04	0 04	0·06	0·08	6
4·26	4·01	1·13	1·31	2·56	2·85	1·36	1·67	0·69	0·78	0·09	0·10	0·42	0·28	0·01	0·01	0·02	0·02	7
5·98	7·77	1·16	1·20	4·52	5·62	1·69	1·70	0·96	1·53	0·27	0·18	0·48	0·13	0·01	0 01	...	...	8
5·94	6·19	1·70	1 88	5·04	5·25	2·02	2·09	0·88	0·91	0·27	0·15	0·30	0·53	0·01	0·01	...	...	9
4·48	5·03	1·54	1·65	3·76	3·91	1·44	1·44	0·74	0·63	0·17	...	0·05	0·05	0·04	0·03	0·03	...	10
6 17	5·90	3·18	2 71	6·83	7·11	1·76	1·67	1·33	1·24	0·03	0·08	0·84	0·68	...	...	...	·01	11
3·41	3·54	1·07	1·35	3·37	4·11	0·99	1·21	0·99	1·18	0·11	0·12	0·42	0·46	...	...	0·09	0·09	12
3·71	4·14	0·97	1·32	3·44	4·09	0·67	0·79	1·25	1·36	0·05	0·17	1·75	0·89	...	...	0·02	0·03	14
4·72	4·72	1·43	1·93	3·94	5·40	1·40	1·88	0·92	1·25	0·11	0·38	0·56	0·42	...	...	0·04	0·04	15
6·45	5·76	1·96	1·91	7·02	5·52	1·87	1·50	1·57	1·09	0·08	0·25	1·79	0·35	...	...	0·03	0·05	3
3 84	4·45	1·37	2·36	2·53	4·20	1·32	2·14	0·77	1·21	0·13	0·20	0·49	0·47	...	...	0·03	0·19	7
3·17	2·91	1·16	1·26	2·52	2·16	0·56	0·60	1·13	1·08	0·06	0·06	0·84	0·68	...	...	...	...	18
3·56	3·73	1·26	1·57	3·22	4·13	1·06	1 46	0·71	0·97	0·14	0·21	0·51	0·50	...	...	0·05	0·05	6
5·80	6·04	1·36	0·01	4·96	0 06	1·12	0·01	0·35	0·01	0 02	...	0·04	...	0·02	...	0·03	...	10
5·23	5·36	1·16	1·23	4·34	4·33	1·33	1·41	1·37	1·35	0·12	0 16	0·62	0·57	...	...	0·04	0·05	2
4·30	5·04	1·18	1·44	3·77	4·55	0·94	1·17	1·24	1·54	0·03	0·13	0·56	0·54	...	...	0·06	0·07	20
Indian railway 3′ 3⅜″ gauge.				...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
4·63	4·64	1·63	1·56	4·02	3·91	1·13	1·13	1·14	1·33	0·16	0·03	0·80	1·00	...	...	0·10	0·03	10
5·36	6·19	2·26	2·64	3·05	3·04	0·39	0·46	0·53	1·01	0·09	0·07	0·58	1·16	...	...	0·05	0·06	21
4·49	4·54	2·64	3·45	5·06	5·82	2·23	2·66	1·69	2·03	0·24	0·07	0·14	0·16	...	...	0·05	0·07	1
7·59	7·22	2·74	1·87	6·44	5·66	1·79	1·64	1·55	1·11	0·25	0·73	0·61	0·47	0·09	0·06	...	...	8
4·22	4·70	5·15	4·80	15·22	14·71	3·71	3·36	4·75	4·85	...	2·01	2·25	1·88	...	...	0·02	0·01	8
1·36	1·45	1·39	1·91	4·36	3·64	2·87	1·58	0·33	0·48	...	0·06	0·04	...	...	...	0·02	...	10
2·43	3·65	0·67	2·96	2·81	4 18	0·45	0·57	0·49	0·59	...	...	0·05	0·04	...	...	0 04	0·05	1
2·78	2·13	0·64	0·87	4·56	4·30	1·83	2·10	0·14	0·17	...	...	0·11	0·10	...	...	0·08	0·11	1
1·62	1·43	1·25	1·68	4·39	3·92	0·86	0·70	0·33	0·42	...	0·05	0·04	0·05	...	...	0·03	...	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	160*b*.		161*b*.		162*b*.				163*a*.		164*a*.		165*a*.	
				TABLE D.—TRAFFIC EXPENSES—*concld.*												TABLE E.—	
				Per cent of Traffic Earnings. (*Abstracts H. and I. of Revenue Accounts*)—concld.								Per Total					
Main head.	Sub-head.			Payments to other lines. *Per cent.*		Other charges (net). *Per cent.*		Total Traffic expenses. *Per cent.*		General superintendence per cent on traffic earnings (including steam-boat). *Per cent.*		Home expenditure. *Annas.*		Agent's Office—salaries and expenses. *Annas.*		Audit, accounts and pay office. *Annas.*	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.															
1	(*a*)	Bengal-Nagpur . .		0·79	1·14	...	0·01	8·77	10·73	1·37	1·70	0·59	0·65	0·26	0·26	0·70	0·73
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·01	0·01	...	...	7·26	8·06	0·78	0·93	0·46	0·52	0·23	0·24	0·83	0·84
3	(*a*)	Eastern Bengal State		...	...	0·10	0·04	18·66	14·19	2·18	1·58	0·14	...	0·30	0·27	0·86	0·80
4	(*a*) to (*d*)	East Indian . .		0·14	0·11	0·02	0·01	9·53	7.86	1·32	1·42	0·36	0·38	0·15	0·14	0·47	0·47
5	(*a*) to (*g*)	Great Indian Peninsula.		0·37	0·20	0·01	0·02	8·39	10·33	0·84	1·12	0·31	0·35	0·14	0·16	0·56	0·63
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·01	0·02	...	0·03	6·65	8·30	1·00	1·20	0·49	0·60	0·22	0·27	0·72	0·89
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·45	0·48	0·01	0·01	6·74	7·51	1·13	1·31	0·41	0·45	0·23	0·23	1·93	0·94
8	(*a*) to (*h*)	North Western State.		0·19	1·48	0·04	0·05	9·32	12·20	1·16	1·20	0·08	...	0·13	0·14	0·47	0·50
9	(*a*) & (*b*)	Oudh and Rohilkhand State.		0·59	1·05	0·03	0·03	10·84	11·90	1·70	1·88	0·17	...	0·27	0·28	0·69	0·71
10	(*a*)	South Indian . .		0·92	1·74	...	...	8·69	9·46	1·54	1·65	0·59	0·73	0·15	0·20	0·54	0·61
		3′ 3⅜″ Gauge.															
11	(*a*)	Assam-Bengal .		...	...	0·04	0·06	14·01	13·56	3·18	2·71	1·29	1·18	0·65	0·57	1·08	1·01
12	(*a*) & (*b*)	Bengal and North-Western.		0·22	0·31	*—0·10*	0·11	7·07	8·76	1·07	1·35	0·44	0·47	0·14	0·15	0·55	0·56
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.		0·26	0·33	0·02	0·02	7·43	9·00	0·97	1·32	0·07	0·07	0·38	0·34	0·76	0·93
15	(*a*) & (*b*)	Burma . . .		...	...	0·05	0·08	8·45	11·43	1·42	1·97	0·64	0·64	0·28	0·27	0·57	0·58
3	(*b*) to (*d*)	Eastern Bengal State*		...	...	0·11	0·10	13·43	10·77	1·77	1·75	Included with the 5′ 6″ gauge.					
7	(*c*)	Hyderabad-Godavari Valley.		0·47	0·87	0·01	0 01	7·12	11 65	1·37	2·36	0·50	0·65	0·28	0·34	1·16	1·34
18	(*a*) to (*d*)	Jodhpur-Bikaner .		0·65	0·89	0·02	0·03	6·94	7·06	1·16	1·26	...	...	0·27	0·23	0·47	0·55
6	(*c*) to (*l*)	Madras and Southern Mahratta.		0·32	0·29	0·04	0 04	7·31	9·22	1·26	1·57	0·52	0·59	0·19	0·21	0·54	0·60
10	(*d*)	Nilgiri . . .		...	...	...	...	7·90	0·09	1·36	0·01	0·77	0·84	0·19	0·23	0·70	0·72
2	(*h*) to (*n*)	Rajputana-Malwa .		0·30	0·33	0·07	0·01	9·35	9·44	1·16	1·23	0·48	0·55	0·15	0 18	0·53	0·62
20	(*a*) & (*b*)	Rohilkund and Kumaon.		0·57	0·86	...	...	8·35	10·30	1·18	1·44	0·71	0·83	0·15	0·24	0·73	0·96
10	(*f*)	Shoranur-Cochin .		...	...	...	...	...	...	...	...	...	...	Included with the South			
10	(*b*),(*c*). (*e*) & (*g*) to (*i*)	South Indian . .		0·08	0·12	0·01	0·01	9·07	9·12	1·63	1·56	0·60	0·69	0·15	0·18	0·78	0·75
21	(*a*)	Udaipur-Chitorgarh .		0·52	0·69	...	...	7·47	9·13	2·26	2·64	...	...	1·38	1 66	1·31	0·92
		2′ 6″ Gauge.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		0·78	0·85	0·01	0·04	12·84	15·15	2·64	3·45	1·48	1·50	0·12	0·14	0·37	0·46
8	(*h*)	Kalka-Simla . .		*—0·18*	...	0·10	0·04	13·39	11·58	2·74	1·87	...	...	0·77	0·70	0·19	0·50
8	(*j*) & (*k*)	Kohat-Thal and Nowshera-Durgai.		...	...	0·17	0·22	31·27	31·84	5·15	4·80	0·08	...	0·13	0·14	0·47	0·51
10	(*j*)	Morappur-Dharmapuri		...	...	...	...	9·01	7·67	1·39	1·91	0·19	0·23	0·05	0·06	0·18	0 20
1	(*f*)	Purulia-Ranchi . .		...	...	...	...	4·51	8·39	0·67	2·96	1·44	1·40	0·18	0·19	0·54	0 59
1	(*g*)	Raipur-Dhamtari .		...	...	...	...	7·36	7·65	0·64	0·87	2·06	2·13	0·12	0·13	0·51	0·54
10	(*k*)	Tirupattur-Krishnagiri.		...	...	...	...	6·90	6·77	1·25	1·68	0·21	0·23	0·05	0·06	0·20	0·19

* Figures for 1st-half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

166 *a*	167 *a*	168 *a*	168 A *a*	169 *a*	170 *a*	171 *a*	172 *a*	173 *a*	Number.
ENERAL CHARGES.									
RAIN—MILE.									

Stores Department.		Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Electric telegraph.		Other charges (net).		Total General charges.		Main head.
Annas.		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*		*Annas.*		
st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half	2nd half.	
0·19	0·20	0·24	0·27	0·26	0·31	...	...	0·29	0·31	0·02	0·04	0·92	0·98	0·02	...	3·49	3·75	1
0·32	0·32	0·20	0·23	0·29	0·27	...	...	0·32	0·33	0·01	0·01	0·83	0·91	0·02	0·01	3·51	3·68	2
0·29	0·28	0·25	0·22	0·40	0·32	...	...	0·18	0·17	0·01	0·03	0·93	0·78	0·01	0·01	3·37	2·88	3
0·18	0·17	0·16	0·17	0·22	0·21	0·01	0·06	0·28	0·29	0·01	0·01	0·82	0·77	—*0·01*	0·01	2·65	2·68	4
0·18	0·19	0·10	0·12	0·10	0·11	...	...	0·21	0·23	...	...	0·72	0·78	0·01	0·02	2·33	2·59	5
0·30	0·32	0·17	0·19	0 22	0·25	...	...	0·46	0·52	0·01	0·01	0·72	0·81	0·02	0·02	3·33	3·88	6
0·15	0·16	0·16	0·16	0·28	0·25	...	...	0·46	0·51	0·01	0·02	0·49	0·50	...	...	3·12	3·22	7
0·15	0·17	0·12	0·12	0·22	0·23	...	...	0·16	0·18	0·02	0·01	0·65	0·77	—*0·05*	0·09	1·95	2·21	8
0·23	0·23	0·14	0·14	0·30	0·32	...	...	0·16	0·12	0·04	0·01	0·80	0·74	...	0·01	2·80	2·56	9
0·17	0·18	0·17	0·20	0·01	0·01	...	...	0·35	0·49	...	...	0·61	0·64	0·01	0·01	2·60	3·06	10
0·44	0·36	0·38	0·36	0·18	0·21	...	...	0·44	0·43	0·02	0·01	1·00	0·93	0·03	0·01	5·51	5·07	11
0·07	0·09	0·09	0·10	0·08	0·11	...	...	0·23	0·24	0·01	0·01	0·54	0·56	0·02	0·01	2·17	2·30	12
0·18	0·19	0·24	0·27	0·18	0·20	...	...	0·57	0·66	0·02	0·02	0·63	0·74	0·01	0·02	3·04	3·44	14
0·20	0·21	0·24	0·24	0·27	0·21	...	...	0·43	0·30	0·02	0·02	0·71	0·75	0·01	...	3·37	3·22	15
				Included	with the 5′ 6″ gauge.													8
0·21	0·23	0·27	0·31	0·31	0·32	...	...	0·41	0·57	0·01	0·03	0·53	0·63	...	...	3·63	4·42	7
0·11	0·11	0·06	0·06	0·20	0·22	...	...	0·07	0·06	...	....	0·61	0·62	0·01	0·01	1·80	1·86	18
0·19	0·19	0·16	0·19	0·17	0·18	...	...	0·33	0·34	0·01	0·01	0·68	0·77	0·01	0·01	2·80	3·09	6
0·22	0·21	0·38	0·39	0·10	0·08	...	...	0·54	0·65	...	0·01	0·72	0·73	0·01	0·01	3·63	3·87	10
0·21	0·24	0·12	0·14	0·20	0·21	...	...	0·34	0·38	0·01	0·01	0·71	0·76	0·01	...	2·76	3·09	2
0·10	0·16	0·10	0·11	0·30	0·37	...	...	0·26	0·35	0·01	0·01	0·67	0·67	0·03	...	3·06	3·70	20
Indian	railway	3′ 3⅜″	gauge.															16
0·22	0·22	0·18	0·18	0·19	0·21	...	...	0·36	0·29	0·02	0·02	0·55	0·60	0·04	0·05	3·09	3·19	19
0·14	0·14	0·22	0·24	0·25	0·12	...	...	...	...	...	...	0·83	0·86	0·09	0·10	4·22	4·04	21
0·09	0·11	0·32	0·26	0·03	0·08	...	...	0·20	0·26	...	...	1·17	1·14	...	...	3·78	3·95	1
0·17	0·18	0·30	0·19	0·42	0·26	...	...	0·31	0·28	0·14	0·06	0·66	0·48	0·35	0·06	3·31	2·71	3
0·15	0·17	0·11	0·12	0·22	0·22	...	...	0·67	0·65	0·02	0·01	0·66	0·70	—*0·06*	0·10	2·45	2·62	8
0·06	0·06	0·02	0·04	...	...	...	...	0·17	0·27	...	...	0·17	0·20	...	...	0·84	1·06	10
0·14	0·15	0·31	0·26	...	0·04	...	...	0·09	0·09	....	...	1·13	1·23	...	...	3·83	3·95	1
0·10	0·10	0·12	0·14	0·03	0·02	...	...	0·39	0·64	...	...	0·64	0·49	...	...	3·97	4·19	1
0·07	0·06	0·03	0·04	...	...	...	...	0·21	0·28	...	...	0·28	0·25	...	...	1·05	1·11	10

SSS

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	163 *b*		164 *b*		165 *b*		166 *b*		167 *b*		168 *b*		168 A *b*	
				TABLE E.—GENERAL													
				PER CENT ON TOTAL													
Main head.	Sub-head.			Home expenditure. Per cent.		Agent's office—salaries and expenses. Per cent.		Audit, accounts and pay office. Per cent.		Stores Department. Per cent.		Medical Department. Per cent.		Rents and miscellaneous. Per cent.		Electricity and repairs and renewals of electric plant. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.															
1	(*a*)	Bengal-Nagpur . .		0·82	1·08	0·35	0·43	0·98	1·19	0·27	0·32	0·33	0·44	0·36	0·52	...	...
2	(*a*) to (*g*)	Bombay, Baroda and Central India.		0·50	0·63	0·25	0·28	0·89	1·00	0·35	0·39	0·22	0·28	0·32	0·32	...	...
3	(*a*)	Eastern Bengal State		0·23	...	0·51	0·41	1·47	1·22	0·50	0·43	0·43	0·33	0·68	0·48	...	...
4	(*a*) to (*d*)	East Indian . .		0·48	0·54	0·20	0·20	0·63	0·67	0·23	0·24	0·23	0·24	0·29	0·30	0·02	0·09
5	(*a*) to (*g*)	Great Indian Peninsula.		0·45	0·63	0·20	0·28	0·83	1·11	0·26	0·34	0·15	0·20	0·15	0·20	...	...
6	(*a*) & (*b*)	Madras and Southern Mahratta.		0·70	0·90	0·32	0·40	1·03	1·33	0·43	0·48	0·23	0·27	0·32	0·38	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State.		0·62	0·78	0·35	0·41	1·40	1·61	0·23	0·27	0·24	0·28	0·41	0·43	...	...
8	(*a*) to (*h*)	North Western State		0·12	...	0·20	0·21	0·71	0·77	0·23	0·26	0·18	0·18	0·33	0·35	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand State.		0·29	...	0·46	0·50	1·16	1·28	0·38	0·41	0·23	0·25	0·50	0·58	...	...
10	(*a*)	South Indian . .		1·05	1·25	0·25	0·34	0·95	1·05	0·31	0·32	0·30	0·34	0·03	0·02	...	...
		3′ 3⅜″ GAUGE.															
11	(*a*)	Assam Bengal . .		2·80	2·54	1·41	1·23	2·36	2·16	0·96	0·77	0·82	0·77	0·40	0·44	...	...
12	(*a*) & (*b*)	Bengal and North-Western.		0·87	1·15	0·27	0·38	1·06	1·37	0·15	0·22	0·18	0·25	0·17	0·26	...	...
14	(*a*) to (*d*)	Bhavnagar Gondal-Junagad-Porbandar.		0·13	0 16	0·74	0·71	1·48	1·97	0·36	0·40	0·47	0·56	0·36	0·43	...	...
15	(*a*) & (*b*)	Burma . . .		1·11	1·49	0·48	0·63	0·59	1·35	0·35	0·49	0·41	0·57	0·47	0·50	...	...
3	(*b*) to (*d*)	Eastern Bengal State			Included with the 5′ 6″ gauge.												
7	(*c*)	Hyderabad-Godavari Valley.		0·92	1·64	0·51	0·85	2·10	3·38	0·37	0·56	0·49	0·79	0·55	0·82	...	...
18	(*a*) to (*d*)	Jodhpur-Bikaner .		...	...	0·58	0·56	1·00	1·29	0·23	0·25	0·12	0·14	0·43	0·52	...	...
6	(*c*) to (*h*)	Madras and Southern Mahratta.		1·05	1·43	0·39	0·51	1·09	1·45	0·39	0·46	0·33	0·45	0·33	0·43	...	...
10	(*d*)	Nilgiri . . .		1·04	1·25	0·25	0·34	0·96	1·06	0·30	0·32	0·51	0·57	0·13	0·12	...	...
2	(*h*) to (*n*)	Rajputana-Malwa .		0·84	0·95	0·26	0·31	0·93	1 07	0·36	0 42	0·22	0 24	0·35	0·37	...	...
20	(*a*) & (*b*)	Rohilkund and Kumaon.		1·32	1·60	0·28	0·46	1·35	1·84	0·19	0·31	0·18	0·22	0·55	0·73	...	...
10	(*f*)	Shoranur-Cochin		...	...	...	...	...	...	...	...	...	Included with		the South Indian		
10	(*b*), (*c*), (*e*) & (*g*) to (*i*)	South Indian . .		1·16	1·34	0·29	0·36	1·49	1·45	0·41	0·42	0·34	0·35	0·37	0·42	...	...
21	(*a*)	Udaipur-Chitorgarh		...	...	1·89	2·40	1·79	1·34	0·19	0·20	0·30	0·34	0·34	0·17	...	...
		2′ 6″ GAUGE.															
1	(*b*) & (*c*)	Gondia-Chanda and Jubbulpore Gondia Extensions.		4·16	4·84	0·33	0·45	1·05	1·48	0·25	0·34	0·89	0·83	0·01	0·25	...	...
8	(*i*)	Kalka-Simla . .		...	...	1·35	1·10	0·33	0·79	0·30	0·30	0·52	0·30	0·73	0·42	...	...
8	(*j*) & (*k*)	Kohat-Thal and Nowshera Durgai.		0·63	..	0·95	0·92	3·38	3·40	1·08	1·13	0·83	0·85	1·61	1·46	...	...
10	(*j*)	Morappur-Dharmapuri		1·28	1·20	0·31	0·32	1·18	1·02	0·38	0·33	0·16	0·21	...	0·01	...	...
1	(*f*)	Purulia-Ranchi .		2·67	3·20	0·34	0·44	0·99	1·34	0·27	0·33	0 57	0 60	...	0·10	...	...
1	(*g*)	Raipur-Dhamtari .		5·45	7·60	0 33	0·48	1·35	1·92	0·25	0·36	0·31	0·49	0·07	0·08	...	...
19	(*k*)	Tirupattur-Krishnagiri		0·92	1·06	0·22	0·29	0·85	0·89	0·28	0·28	0·14	0·19	...	0·01	...	...

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

169 *b*	170 *b*	171 *b*	172 *b*	173 *b*	174	175	176	177	NUMBER.
CHARGES—*concld.*					TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.				
EARNINGS.					PER CENT ON GROSS EARNINGS.				
Police.	Advertising.	Electric telegraph.	Other charges (net).	Total General charges.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.	Main head.
Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	
1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half 2nd half.	
0·41 0·50	0·03 0·06	1·28 1·60	0·02 ...	4·85 6·14	0·03 —*0·02*	0·10 0·12	0·16 0·20	1·26 1·53	1
0·35 0·40	0·01 0·01	0·90 1·08	0·02 0·01	3·81 4·40	0·04 0·03	0·35 0·36	0·39 0·55	0·33 0·48	2
0·31 0·25	0·02 0·05	1·58 1·17	0·03 0·01	5·76 4·35	0·02 0·04	0·47 0·18	0·30 0·24	0·38 0·50	3
0·37 0·41	0·01 0·01	1·09 1·08	—*0·01* 0·01	3·53 3·79	0·03 —*0·03*	0·49 0·39	0·22 0·23	0·28 0·29	4
0·30 0·40	0·01 0·01	1·05 1·39	0·02 0·03	3·42 4·59	... 0·04	0·31 0·74	0·21 0·26	2·60 2·40	5
0·66 0·77	0·02 0·01	1·04 1·20	0·02 0·03	4·77 5·77	0·02 0·06	0·29 0·31	0·26 0·29	0·90 0·70	6
0·69 0·88	0·02 0·03	0·74 0·87	... 0·01	4·70 5·57	0·01 0·01	0·03 0·06	0·36 0·44	1·47 0·66	7
0·24 0·28	0·04 0·02	1·00 1·18	—*0·07* 0·14	2·98 3·39	... 0·01	0·40 0·36	0·12 0·14	0·73 1·36	8
0·28 0·22	0·06 0·02	1·34 1·32	... 0·02	4·70 4·60	0·02 0·06	0·51 0·09	0·08 0·09	0·75 —*0·99*	9
0·63 0·85	0·01 ...	1·07 1·10	0·01 0·02	4·61 5·29	... ...	0·14 0·01	0·07 0·14	2·38 6·04	10
0·95 0·92	0·05 0·02	2·18 2·01	0·06 0·01	11·99 10·87	0·05 0·12	0·21 0·07	0·08 0·07	0·55 0·41	11
0·46 0·58	0·01 0·02	1·04 1·38	—*0·10* 0·03	4·11 5·52	0·01 0 01	0·07 0·12	0·04 0·08	0·51 0·70	12
1·12 1·41	0·03 0·04	1·23 1·56	0·02 0·04	5·94 7·28	0·05 0·09	0·02 0·04	... ...	0·22 0·28	14
0·75 0·70	0·04 0·04	1·25 1·77	0·02 0·01	5·87 7·55	0·06 0·07	0·02 0·09	0·43 0·55	... ...	15
Included with the 5′ 6″ gauge.									3
0·75 1·44	0·03 0·07	0·97 1·59	0·01 0·01	6·70 11·15	0·01 0·03	0·02 0·11	0·53 0·92	0·13 0·24	7
0·15 0·15	... ...	1·33 1·46	0·01 0·03	3·85 4·40	... 0·01	0·13 0·14	... ...	2·65 2·65	18
0·67 0·83	0·02 0·02	1·38 1·85	0·02 0·03	5·67 7·46	... 0·02	0·17 0·20	0·06 0·12	—*0·06* —*0·11*	6
0·74 0·95	... ...	0·98 1·08	0·01 0·02	4·92 5·71	... ...	... ...	0·55 1·67	... ...	10
0·60 0·66	0·01 0·01	1·24 1·31	0·02 ...	4·83 5·34	0·01 0·02	0·20 0·36	0·03 0·03	0·01 0·07	2
0·49 0·69	0·02 0 03	1·23 1·32	0·06 ...	5·67 7·20	0·02 0·11	0·15 0·26	... 0·01	... 0·04	20
railway 3′ 3⅜″ gauge.									10
0·68 0·56	0·04 0·03	1·06 1·17	0·08 0·10	5·92 6·20	0·01 ...	0·08 0·09	0·39 0·27	0·21 0·29	10
... ...	... ...	1·13 1·25	0·12 0·15	5·76 5·85	... ...	0·09 0·02	... ...	1·10 1·13	21
0·55 0·83	... ...	3·31 3·67	... ...	10·64 12·69	... ...	0·02 0·01	... ...	0·08 —1·20	1
0·54 0·45	0·25 0·09	1·15 0·75	0·60 0·09	5·77 4·29	0·01 0·02	0·36 0·36	0·04 0·87	... 0·01	3
4·84 4·34	0·16 0·09	4·76 4·69	—*0·40* 0·63	17·84 17·51	... 0·01	0·21 0·15	... ...	... ...	8
1·15 1·43	... ...	1·11 1·03	0·01 0·02	5·58 5·57	... ...	... ...	... 0·31	... ...	10
0·16 0·19	... ...	2·09 2·82	... ...	7·09 9·02	... ...	... ...	... ...	... ...	1
1·03 2·30	... ...	1·68 1·76	... ...	10·47 14·99	... ...	... 0·01	... ...	... ...	1
0·87 1·31	... ...	1·20 1·16	0·01 0·02	4·49 5·21	... ...	... 0·01	0·20 0·21	... ...	16

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Serial number.	178	179	180	181	182	183	184
				Table G.—Special and Miscellaneous Expenses —*concld.*						FROM
				Per cent on gross earnings —*concld.*						
				Other charges. (net).	Total Special and Miscellaneous expenses.	Average number of locomotives on the line.	Average miles run per locomotive *per diem*.	lbs. coal per engine-mile (coal burning engines)— Coaching.	Goods.	Mixed.
Main head.	Sub-head.			*Per cent.*	*Per cent.*	*No.*	*Miles.*	*lbs.*	*lbs.*	*lbs.*
				1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half 2nd half.	1st half. 2nd half.	1st half. 2nd half.
		5′ 6″ Gauge.								
1	(a)	Bengal-Nagpur .		1·59 1·67	3·14 3·50	392 392	63·63 56·93		53·68 53·91	
2	(a) to (g)	Bombay, Baroda and Central India.		0·86 1·06	1·97 2·48	252 266	75·10 61·81	54·98 55·59	57·52 57·57	58·50 56·83
3	(a)	Eastern Bengal State		1·11 1·15	2·28 2·11	224 229	66·45 71·49	40·56 44·13	64·13 64·18	38·01 45·20
4	(a) to (d)	East Indian . .		1·16 1·26	2·23 2·25	1,074 1,074	67·25 64·65		52·67 53·19	
5	(a) to (g)	Great Indian Peninsula.		0·95 1·34	4·07 4·78	970 983	64·79 56·78		61·52 60·25	
6	(a) & (b)	Madras and Southern Mahratta.		1·19 1·23	2·66 2·59	232 236	66·50 59·24		64·22 62·46	
7	(a) & (b)	Nizam's Guaranteed State.		1·66 1·84	3·53 3·01	60 60	79·79 76·13	45·49 46·01	57·88 59·15	49·41 49·66
8	(a) to (h)	North Western State		0·95 1·07	2·20 2·94	1,012 1,016	66·18 65·62		57·43 53·77	
9	(a) & (b)	Oudh and Rohilkhand State.		1·28 1·29	2·64 0·54	205 220	76·83 74·47		51·50 51·96	
10	(a)	South Indian . .		1·12 1·11	3·71 7·30	108 114	53·90 46·38		50·25 47·27	
		3′ 3¾″ Gauge.								
11	(a)	Assam-Bengal . .		2·83 2·14	3·72 2·81	102 102	61·41 61·52		39·62 40·58	
12	(a) & (b)	Bengal and North-Western.		0·39 0·53	1·02 1·30	322 323	62·53 56·35		39·00 36·09	
14	(a) to (d)	Bhavnagar-Gondal Junagad-Porbandar.		0·88 1·09	1·17 1·50	33 42	99·65 66·03		33·61 34·67	
15	(a) & (b)	Burma . . .		1·76 1·45	2·27 2·16	305 301	76·72 72·66		34·65 31·53	
3	(b) to (d)	Eastern Bengal State*		Included with the 5′ 6″ gauge		186 195	63·96 65·05	31·19 31·01	44·20 43·02	34·64 33·87
7	(c)	Hyderabad-Godavari Valley.		0·75 1·87	1·44 3·17	53 53	75·84 64·09	32·61 35·29	39·09 39·37	37·04 38·41
18	(a) to (d)	Jodhpur-Bikaner .		0·58 0·61	3·36 3·41	60 64	87·78 78·62		41·46 37·03	
6	(c) to (l)	Madras and Southern Mahratta.		1·28 1·40	1·45 1·63	277 280	70·84 62·81		37·64 37·72	
10	(d)	Nilgiri . . .		1·11 1·22	1·66 2·89	10 14	32·03 23·37		148·48 179·53	
2	(h) to (n)	Rajputana-Malwa .		1·17 1·14	1·42 1·62	491 497	53·52 47·63		36·91 33·68	
20	(a) & (b)	Rohilkund and Kumaon.		0·51 0·55	0·68 0·97	47 46	80·59 72·20		33·54 32·64	
10	(f)	Shoranur-Cochin .		Included with the South Indian railway 3′ 3¾″ gauge.		12 11	52·64 57·44		43·79 48·72	
10	(b),(c), (e) & (g) to (i)	South Indian . .		1·71 1·57	2·40 2·22	259 265	55·91 61·28		31·43 32·11	
21	(a)	Udaipur-Chitorgarh .		0·88 0·66	2·07 1·81	3 3	57·60 53·41	... ...	... ...	33·91 29·69
		2′ 6″ Gauge.								
1	(b) & (c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		1·21 1·46	1·31 0·27	53 53	47·02 41·00		59·16 65·68	
8	(i)	Kalka-Simla . .		1·26 0·94	1·67 2·20	36 36	24·64 28·46		49·93 46·96	
8	(j) & (k)	Kohat-Thal and Nowshera-Durgai.		4·08 4·32	4·29 4·48	27 27	42·82 40·53		19·60 19·95	
10	(f)	Morappur-Dharmapuri.		2·81 1·64	2·81 1·95	3 3	39·38 39·02		36·63 37·71	
1	(f)	Purulia-Ranchi .		0·30 0·27	0·30 0·27	9 9	45·13 42·44		53·20 49·22	
1	(g)	Raipur-Dhamtari .		0·51 0·72	0·51 0·73	4 4	50·66 44·09		28·22 29·19	
10	(k)	Tirupattur-Krishnagiri.		2·62 1·90	2·82 2·12	3 3	35·36 40·45		29·58 41·41	

* Figures for 1st half exclude Cooch Behar railway (Native State section).

DIX 11—*contd.*

during each half of the calendar year 1910.

prepare these statistics.]

185	186	187	188	189	190	191	192	193	

APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.

lbs. wood per engine-mile (wood burning engines)—						Average gross weight of trains—						Average through speed of trains—						Number.
Coaching. *lbs.*		Goods. *lbs.*		Mixed. *lbs.*		Coaching. *Tons.*		Goods. *Tons.*		Mixed. *Tons.*		Coaching. *Miles per hour.*		Goods. *Miles per hour.*		Mixed. *Miles per hour.*		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	...	...	...	...	220·46	228·48	530·02	548·86	490·34	446·89	30·35	30·00	10·39	10·00	18 75	20 00	1
...	...	...	...	...	...	197·29	200·93	531·16	555·63	225·83	218 21	22·56	22·33	8·78	8·71	14·69	14·70	2
...	...	...	...	...	...	164·17	213·44	501·42	602 78	139·63	174·35	19·45	19·45	15·00	15·00	12·35	12·35	3
...	...	...	...	...	...	262·50	264·60	641·51	618·87	237·48	311·58	25·50	25·50	15·70	15·70	16·70	16·70	4
...	...	...	...	...	...	196·86	195·28	422·11	405·41	...	...	24·46	24·38	11·26	11·19	15·86	15·80	5
...	...	...	...	...	...	158·01	165·53	426·93	454·48	349·54	390·38	21·63	21·70	9·62	9·40	12·17	12·18	6
...	...	...	...	...	...	134·98	136·21	392·34	367·75	272·69	285·17	17·92	17·92	10·79	10·79	14·05	14·05	7
...	...	...	...	...	...	268·67	274·45	345·34	351·77	289·52	261·85	20·69	20·42	10·53	13·54	13·67	10·58	8
...	...	...	...	...	...	276·17	292·19	297·93	308·94	270·16	271·51	31·36	31·36	10·37	11·87	17·22	17·15	9
...	...	...	...	...	...	108·59	101·41	360·20	374·28	214·51	219·31	21·03	21·03	10·80	10·80	11·50	11·50	10
...	...	...	...	...	...	107·13	154·69	178·39	206·24	169·34	166·51	...	...	...	...	13·12	13·12	11
...	...	...	...	...	...	173·29	158·78	210·30	214·85	202·56	186·37	17·00	17·00	9·50	9·50	12·20	12·20	12
...	...	...	...	...	...	67·25	76·56	179·76	190·30	138·28	123·82	18·66	19·67	10·68	10·68	14 58	14·48	14
...	...	...	...	...	...	217·99	167·96	222·84	177·35	171·22	163·42	16·87	16·87	10·63	10·63	13 05	13·05	15
...	...	...	...	...	...	143·35	127·22	276·55	253·88	155·83	150·37	19·28	19·28	11·16	11·16	15·00	15·00	3
...	...	...	...	...	...	96·26	96·53	199·67	184·35	126·52	123·71	17·84	17·84	10·72	10·72	13·66	13·66	7
...	...	...	...	...	...	144·05	125·93	116·85	120·92	121·14	122·99	18·96	19·54	10·87	11·79	13·82	13·96	18
...	...	...	...	...	...	94·10	95·22	191·69	181·94	167·50	162·20	17·05	17·05	8·11	8·11	11·30	11·30	6
...	...	...	...	...	...	42·54	42·30	32·00	37·48	33·21	36·35	6·11	6·11	5·90	5·90	6·11	6·11	10
...	...	...	...	...	...	121·72	129·09	261·53	264·29	151·29	150·91	17·31	17·44	9·18	9·14	14 13	14·29	2
...	...	...	...	...	...	...	...	...	...	...	...	16·22	16·00	10·16	10·12	13·57	13·65	20
...	...	...	...	...	...	108·48	91·62	194·56	180·22	...	...	18·57	18·57	10·00	10·00	...	...	10
...	...	...	...	...	...	97·66	107·14	204·37	215·28	143·78	136·45	18·00	18·00	9·50	9·50	12·00	12·00	10
...	...	...	...	...	...	...	...	...	...	168·35	153·23	...	...	...	...	14·76	14·76	21
...	...	...	...	...	...	146·94	158·10	128·97	126·43	170·71	158·11	13·39	14·00	10·31	10·00	12 13	12·00	1
...	...	...	...	...	...	57·48	51·60	30·11	33·65	54·57	48·52	9·68	9·68	7·80	7·80	...	...	8
...	...	...	...	...	...	7·58	27·10	30·03	25·46	35·64	41·75	...	...	9·06	8·81	11·19	11·21	8
...	...	...	...	...	...	...	...	...	...	50·79	58·42	...	...	...	...	12·88	12·88	10
...	...	...	...	...	...	129·70	126·56	165·59	76·75	176·65	165·52	16·45	17·00	11·05	11·00	11 31	12·00	1
...	...	...	...	...	...	...	...	161·56	...	86·81	69·54	...	...	...	...	10·60	11·00	1
...	...	...	...	...	...	...	...	...	...	58·68	59·32	...	...	...	...	11·86	11·86	10

APPENDIX 11— *concld.*

Analysis of working of each railway system during each half of the calendar year 1910.

[Note.—Railways not shown do not prepare these statistics.]

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	194	195	196	197	198	199
				From Appendix II of the Analysis of Working of each Railway.		From Appendix V of the Analysis of Working of each Railway.			
				Average mileage *per diem* of—		Average age of sleepers—		Percentage of removals—	
Main head.	Sub-head.			Coaching vehicles, including brakes. *Miles.*	Goods vehicles including brakes. *Miles.*	Wood. *Years.*	Iron. *Years.*	Wood. *Per cent.*	Iron. *Per cent.*
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.													
1	(a)	Bengal-Nagpur		137,529	145,928	363,663	297,432	7·32	7·43	12·47	12·91	4·24	1·62	1·32	2·11
2	(a) to (g)	Bombay, Baroda and Central India.		137,499	144,654	232,944	166,298	10·98	11·12	14·24	14·04	4·47	7·82	0·19	0·19
3	(a)	Eastern Bengal State		82,215	98,599	125,539	188,390	8·00	8·00	13·50	14·00	5·96	4·19	1·72	3·69
4	(a) to (d)	East Indian		408,337	411,582	1,206,816	1,129,392	10·60	10·63	10·53	10·72	1·29	2·57	1·74	2·20
5	(a) to (g)	Great Indian Peninsula		348,580	353,625	794,713	619,159	...	...	...	...	3·20	16·34	0·80.	2·32
6	(a) & (b)	Madras and Southern Mahratta		91,221	90,571	172,047	128,674	10·46	10·75	...	...	4·35	3·16	...	...
7	(a) & (b)	Nizam's Guaranteed State		21,425	21,333	56,076	53,714	...	...	...	...	...	...	...	...
8	(a) to (h)	North Western State		416,488	443,019	754,234	711,636	6·68	6·72	14·37	14·21	2·07	4·89	1·52	5·47
9	(a) & (b)	Oudh and Rohilkhand State		121,550	127,637	156,418	145,906	12·29	12·48	14·04	14·24	0·80	1·23	5·17	2·54
10	(a)	South Indian		29,530	28,711	47,692	40,157	7·80	8·21	29·47	29·86	16·27	1·16	11·14	0·21
		3′ 3⅜″ Gauge.													
11	(a)	Assam-Bengal		39,106	41,277	44,863	50,610	...	...	...	...	4·10	3·02	...	...
12	(a) & (b)	Bengal and North-Western		207,573	198,262	266,186	232,206	9·81	10·07	...	...	2·21	1·69	...	...
14	(a) to (d)	Bhavnagar-Gondal-Junagad-Porbandar		32,429	29,022	24,591	19,925	12·57	12·12	19·62	20·04	5·06	3·18	0·42	0·62
15	(a) & (b)	Burma		151,708	142,737	267,068	220,382	10·72	10·84	...	...	1·66	2·22	...	...
3	(b) to (d)	Eastern Bengal State*		95,761	89,894	114,822	105,404	8·50	9·00	9·50	8·50	4·39	1·58	37·49	0·63
7	(c)	Hyderabad-Godavari Valley		26,821	28,225	40,542	28,236	...	...	...	...	...	...	...	...
18	(a) to (d)	Jodhpur-Bikaner		40,069	44,069	69,055	67,276	...	...	15·00	15·50	...	...	0·28	0·08
6	(c) to (l)	Madras and Southern Mahratta		114,740	117,103	235,283	198,524	11·00	11·00	19·50	19·50	2·77	4·32	1·25	0·81
10	(d)	Nilgiri		1,019	1,021	571	606	5·05	5·38	...	...	4·50	3·06	...	...
2	(h) to (n)	Rajputana-Malwa		207,643	222,299	388,809	283,518	10·00	10·00	23·00	23·50	2·76	2·03	1·08	1·02
20	(a) & (b)	Rohilkund and Kumaon.		27,330	26,807	45,697	33,214	13·02	12·97	...	...	1·18	1·35	...	...
10	(f)	Shoranur-Cochin		5,094	4,458	5,297	5,014	6·35	6·49	...	...	2·98	5·43	...	...
10	(b), (c), (e) & (g) to (i)	South Indian		150,662	153,014	136,628	142,444	6·86	6·41	19·62	19·59	23·12	11·49	0·56	0·31
21	(a)	Udaipur-Chitorgarh		2,140	2,234	656	1,049	...	...	...	...	...	1·21	...	...
		2′ 6″ Gauge.													
1	(b) & (c)	Gondia-Chanda and Jubbulpore-Gondia Extensions.		18,134	18,845	30,547	26,114	5·28	5·25	...	...	16·15	0·82	...	...
8	(i)	Kalka-Simla		2,724	3,376	2,771	2,807	2·74	2·73	...	...	0·87	1·25	...	...
8	(j) & (k)	Kohat-Thal and Nowshera-Durgai		5,616	5,785	4,395	4,285	6·42	6·36	6·66	7·11	1·60	0·63	0·28	27·29
10	(j)	Morappur-Dharmapuri		1,021	1,012	381	454	4·09	4·55	...	...	1·04	0·91	...	...
1	(f)	Purulia-Ranchi		5,110	5,360	3,212	2,241	3·00	3·49	...	...	0·40	0·17	...	...
1	(g)	Raipur-Dhamtari		1,258	1,205	1,633	1,057	9·80	10·25	...	...	0·98	0·52	...	...
10	(k)	Tirupattur-Krishnagiri		961	1,099	465	557	4·60	5·09	...	...	0·14	0·14	...	...

* Figures for 1st half exclude Cooch Behar railway (Native State section).

APPENDIX 12.

Coal and wood fuel consumed by locomotives on each railway system and price paid per ton during the calendar years 1905 to 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railways.	Calendar year.	Sources of Supply.			Description of fuel, with actual quantity consumed by locomotives, and cost per ton.									Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.)			
				Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources.)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)		Foreign coal.			Indian coal.			Wood.						
							Actual quantity in tons.	Cost per ton.		Actual quantity in tons.	Cost per ton.		Actual quantity in tons.	Cost per ton.					
								Including freight on both home and foreign lines.	Excluding freight, *i.e.*, cost off ship.		Including freight on both home and foreign lines.	Excluding freight, *i.e.*, cost at pit's mouth.		Including freight on both home and foreign lines.	Excluding freight.	Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
Main head.	Sub-head.				Coal.	Wood.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
1	(a)	Bengal-Nagpur.	1905	Bengal, Umaria Khursidih and Barcoocee.	219	...	...	...	...	177,960	5·31	2·49	237	...	...	74·83	63·71	648·19	198·34
			1906		227	...	...	...	...	199,707	5·34	2·37	163	...	...	73·48	61·09	624·02	192·53
			1907		224	...	...	...	...	229,332	6·65	3·84	45	...	...	81·29	65·65	631·70	204·69
			1908		219	...	...	...	...	230,250	7·39	4·58	...	...	...	83·07	66·27	581·42	198·25
			1909		228	...	...	...	...	215,643	7·77	4·89	...	...	...	76·30	61·17	534·61	179·55
			1910		218	...	...	...	...	230,722	7·52	4·78	...	...	...	74·25	59 95	519·70	167·78
2	(a) to (g)	Bombay, Baroda and Central India.	1905	England, Bengal and Singareni.	148	...	12,621	*16·87	...	75,769	*12·53	...	2,494	3·06	...	57·81	48·43	514·00	149·83
			1906		145	105	28,692	*19·37	...	64,635	*12·95	...	2,491	3·27	...	57·18	47·42	478·62	142·15
			1907		113	100	34,899	*21·02	...	73,436	*13·99	...	2,664	4·79	...	57·43	47·54	447·59	138·81
			1908		117	...	17,874	*22·87	...	108,709	*14·04	...	2,330	3·95	...	63·35	52·29	636·20	167·18
			1909		413	...	16,311	*21·50	...	131,133	*15·05	...	2,941	3·98	...	69·05	56·74	657·71	174·98
			1910		354	...	17,882	20·43	18·72	152,890	†	...	3,409	6·82	...	71·97	59·77	651·61	175·08
3	(a)	Eastern Bengal State.	1905	Bengal and Kasunda.	180	...	...	...	...	90,396	4·82	2·48	...	...	...	78·38	53·59	975·41	232·28
			1906		188	...	...	...	...	119,082	5·81	2·81	...	...	...	80·20	54·74	998·93	249·48
			1907		196	...	...	...	...	142,012	6·12	3·44	...	...	...	84·57	58·90	1,097·67	238·91
			1908		192	...	...	...	...	157,812	6·66	4·25	...	...	...	91·41	64·29	1,216·45	258·65
			1909		165	...	...	...	...	156,489	8·08	4·61	...	...	...	89·94	61·62	1,127·17	231·16
			1910		154	...	...	...	...	156,140	5·69	2·69	...	...	...	89·90	61·29	1,175 35	240·39
4	(a) to (d)	East Indian.	1905	Bengal	245	...	...	...	...	505,915	3·89	1·92	...	...	...	69·75	52·07	431·67	145·77
			1906		257	...	...	...	...	532,758	3·82	1·85	...	...	...	68·79	51·07	426·30	141·43
			1907		247	...	...	...	...	600,045	4·45	2·53	...	...	...	69·89	51·80	453·95	145·93
			1908		241	...	...	...	...	690,572	4·91	2·74	...	...	...	73·98	55 15	479·94	151·77
			1909		242	...	...	...	...	607,671	4·85	2·78	...	...	...	70·11	53·25	426·77	139·31
			1910		239	...	...	...	...	670,754	4·84	2·78	...	...	...	70·06	52·93	384·90	129·85
5	(a) to (g)	Great Indian Peninsula.	1905	England, Bengal, Singareni, Mohpani, Warora, Umaria, Nerbudda and Bellarpur.	304	80	329	18·61	16·71	453,406	11·22	7·41	4,892	5·48	3·51	67·43	59·09	755·74	200·52
			1906		304	73	641	19·43	17·91	477,263	11·75	6·71	4,485	6·21	4·01	68·43	59·73	754·27	195·89
			1907		389	103	103	22·28	20·52	567,758	12·04	7·40	4,666	6·61	4·37	71·83	62·71	770·91	203·61
			1908		341	92	8,277	24·18	22 01	583,155	12·77	8·53	4,470	6·64	4·57	78·31	67·95	925·51	221·25
			1909		355	77	13,235	20·90	19·28	615,966	13·04	8·46	2,089	6·19	4·22	80·23	69·72	866·27	216·35
			1910		355	77	13,110	19·84	17·61	648,389	12·96	7·65	1,548	6·98	4·75	79·47	68·48	757·88	203·93
...	...	Madras ...	1905	England, Bengal and Singareni.	352	24	...	...	...	156,312	10·23	5·15	42,059	4·48	3·98	75·00	63·35	874·82	221·69
			1906		330	36	...	...	...	157,081	10·52	5·70	31,115	4·84	4·09	75·06	63·74	895·19	228·97
			1907		245	46	...	...	...	165,282	13·38	11·52	16,074	5·17	4·21	71·51	60·84	934·55	227·11
6	(a) & (b)	Madras and Southern Mahratta.	1908	England, Bengal and Singareni.	220	50	3,971	15·18	14·00	156,464	12·02	8·59	6,587	5·53	4·50	79·52	68·25	1,190·17	261·72
			1909		244	119	10,095	16·64	15·78	151,439	13·06	8·57	7,597	6·40	4·81	85·48	73·06	1,030·32	261·11
			1910		316	137	1,858	18·80	17·26	163,583	12·43	7·38	7,375	6·91	4·96	85·28	71·46	1,001·33	238·90
7	(a) & (b)	Nizam's Guaranteed State.	1905	Singareni.	124	...	...	...	...	24,900	5·84	4·68	...	...	...	57·30	48·19	516·05	154·58
			1906		86	...	...	...	...	26,919	5·59	4·69	...	...	...	56·24	47·98	504·29	153·51
			1907		89	...	...	...	...	29,345	5·58	4·65	...	...	...	57·38	49·20	500·25	156·90
			1908		90	...	...	...	...	32,632	5·79	4·84	...	...	...	63·64	54·21	591·48	178·03
			1909		90	...	...	...	...	36,041	5·83	4·88	...	...	...	66·37	56·37	693·58	191·53
			1910		88	...	...	...	...	40,156	6·22	5·32	...	...	...	61·78	52·70	611·68	178·75

* Excludes freight on home line.
† Sea-borne @ Rs. 18·59, Singareni @ Rs. 15·31 and Rail-borne @ Rs. 15·07.

APPENDIX 12—*contd.*

Coal and wood fuel consumed by locomotives on each railway system and price paid per ton during the calendar years 1905 to 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railways.	Calendar year.	Sources of supply.			Description of fuel, with actual quantity consumed by locomotives, and cost per ton.									Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)			
							Foreign coal.			Indian coal.			Wood.						
								Cost per ton.			Cost per ton.			Cost per ton.					
Main head.	Sub-head.			Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources).	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)		Actual quantity in tons.	Including freight, on both home and foreign lines.	Excluding freight, *i.e.*, cost off ship.	Actual quantity in tons.	Including freight on both home and foreign lines.	Excluding freight, *i.e.*, cost at pit's mouth.	Actual quantity in tons.	Including freight on both home and foreign lines.	Excluding freight.	Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
					Coal.	Wood.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
8	(*a*) to (*g*)	North Western State.	1905	England, Bengal, Dandot and Khost.	*838	...	†2,373	21·89	...	431,520	12·25	...	76,336	...	5·24	59·82	52·16	541·06	172·02
			1906		*838	...	†2,872	21·89	...	476,377	12·00	...	77,121	...	5·49	62·32	53·67	551·86	178·04
			1907		*838	...	†6,327	21·89	...	591,586	12·70	...	19,907	...	5·59	68 23	57·57	567·88	182·69
			1908		*838	...	†1,300	21·89	...	623,588	13·38	...	5,093	...	6·49	71·11	58·91	844·92	212·06
			1909		*838	...	†6,111	21·89	...	712,577	13·73	...	3,938	...	7·43	80·58	65·85	775·02	217·85
			1910		*838	...	†131	21·89	...	674,186	11·77	...	5,357	...	5·26	76·37	62·10	694·92	196·10
9	(*a*) & (*b*)	Oudh & Rohilkhand State.	1905	Bengal ...	493	...	...	...	...	131,423	10·92	2·13	...	...	...	59·16	50·26	919·25	192·32
			1906		501	...	...	...	...	142,729	14·53	2·48	...	...	...	61·69	52·24	929·53	204·73
			1907		523	...	...	...	...	152,831	10·31	3·78	...	...	...	64·58	54·16	908·31	208·35
			1908		480	...	...	...	...	150,670	11·77	4·99	...	...	...	68·32	57·60	1,007·73	213·56
			1909		487	...	...	...	...	151,498	10·61	4·77	...	...	...	68·31	58·34	1,029·27	205·81
			1910		496	...	...	...	...	155,147	9·07	2·58	...	...	...	66·86	57·48	962·07	189·04
10	(*a*)	South Indian	1908	England, Bengal and Singareni.	286	14	...	...	...	45,899	18·59	14·55	2,664	4·08	3·91	74·09	63·17	1,225·22	286·32
			1909		227	3	20	23·97	22·20	52,756	16·25	12·97	4,241	4 23	4·19	70·03	61·02	1,151·68	294·15
			1910		184	3	20	23·88	22·11	48,227	16·54	12·93	4,616	4·28	4·24	63·32	55·37	1,067·66	490·49
11	(*a*)	Assam-Bengal	1905	Scotland, Bengal and Assam.	156	...	...	...	...	31,778	...	7·43	...	...	...	47·94	38·93	1,063·16	265·00
			1906		249	...	...	...	...	37,135	...	7·41	...	...	...	52·12	39·81	883·03	251·10
			1907		248	...	...	...	...	43,273	...	8·42	...	...	...	54·72	41·37	894·98	253·48
			1908		225	...	...	...	...	44,184	...	7·98	...	...	...	52·04	39·93	909·66	250·94
			1909		205	...	200	...	...	43,882	...	9·15	...	...	...	55·22	42·53	853·78	249·91
			1910		227	...	...	...	...	42,756	...	7·29	...	...	...	53·61	42·23	794·73	245·85
12	(*a*) & (*b*)	Bengal & North-Western.	1905	Bengal ...	280	18	...	...	...	85,354	7·29	2·42	303	...	4·65	42·18	34·60	749·47	196·52
			1906		289	71	...	...	...	98,124	7·97	2·83	1,408	4·59	4·16	44·32	36·33	716·55	197·14
			1907		307	33	...	...	...	111,280	8·82	3·73	6,696	5·24	4·83	46·40	37·77	706·34	198·16
			1908		291	55	...	...	...	112,664	8·92	4·21	11,936	4·61	4·20	46·10	37·42	804·64	206·22
			1909		309	45	...	...	...	117,323	9·98	5·18	3,483	4·60	4·19	47·30	38·31	827·45	207·93
			1910		320	26	...	...	...	123,475	8·65	4·07	2,657	4·49	4·08	48·09	39·89	823·23	203·58
13	(*a*) & (*b*)	Bengal Dooars	1905	Assam and Bengal.	359	...	...	...	...	3,652	11·41	9·50	...	...	...	30·52	28·78	...	...
			1906		359	...	...	...	...	3,876	10·98	9·50	...	...	...	35·56	32·96	...	...
			1907		45	...	...	...	...	3,852	11·86	10·50	...	...	...	35·09	32·56	953·55	...
			1908		326	...	...	...	...	3,629	10·85	4·50	...	...	...	39·59	37·01	...	...
			1909		398	...	...	...	...	4,088	10·28	4·50	...	...	...	42·79	40·49	1,164·71	...
			1910		398	...	...	...	...	4,201	11·09	3·50	...	...	...	41·55	38·92	1,073·95	...
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1905	England, Bengal and Palana.	52	...	5	23·23	...	8,010	14·07	...	83	7·50	...	32·05	29·03	816·07	179·85
			1906		52	...	...	...	...	9,050	13·54	...	91	8·03	...	33·45	30·25	840·55	186·52
			1907		66	...	...	...	...	10,055	15·28	...	108	9·00	...	30·30	27·67	815·63	178·48
			1908		57	...	1,984	20·48	...	12,386	16·00	...	132	9·03	...	34·70	32·21	1,040·31	215·75
			1909		39	...	10,937	22·84	...	995	15·92	...	140	10·18	...	27·02	25·05	982·74	182·33
			1910		38	...	11,851	24·10	...	2,598	14·20	...	154	11·00	...	31·48	29·03	1,050·22	207·12

* Of Bengal coal only.

† There was no importation of foreign coal during these years. The quantity consumed was issued from old stock received in 1903.

APPENDIX 12—*contd.*

Coal and wood fuel consumed by locomotives on each railway system and price paid per ton during the calendar years 1905 to 1910.

Classification No. of Railway. (Detailed in "Index to Appendix 9.")		Railways.	Calendar year.	Sources of supply.		Description of fuel, with actual quantity consumed by locomotives, and cost per ton.									Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)			
				Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources.)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)	Foreign coal.			Indian coal.			Wood.						
							Cost per ton.			Cost per ton.			Cost per ton.					
Main head.	Sub-head.				Coal. Wood.	Actual quantity in tons.	Including freight on both home and foreign lines.	Excluding freight, *i.e.*, cost off ship.	Actual quantity in tons.	Including freight on both home and foreign lines.	Excluding freight, *i.e.*, cost at pit's mouth	Actual quantity in tons.	Including freight on both home and foreign lines.	Excluding freight.	Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
1	2	3	4	5	6 7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
15	(*a*) & (*b*)	Burma ...	1905	England & Bengal.	150 ...	348	21·21	...	95,711	*10·33	...	28,903	5·06	...	50·38	41·49	959·94	237·11
			1906		162 56	83	21·21	...	94,734	*10·70	...	22,912	4·74	...	45·51	37·66	836·51	211·50
			1907		133 58	2,183	21·22	...	96,576	*11·32	...	18,564	4·40	...	44·02	36·21	795·92	197·79
			1908		117 60	1,721	21·22	...	104,359	*12·77	...	19,336	4·36	...	43·07	35·39	806·90	190·93
			1909		107 69	1,158	21·21	...	105,791	*13·45	...	21,739	5·22	...	42·22	34·69	800·83	184·74
			1910		132 75	...	...	...	110,597	*11·91		21,992	5·74	...	42·64	34·71	...	...
16	(*a*)	Deoghur ...	1905	Bengal ...	... ...	Information not available				...	...	...	...	...	...	...	...	...
			1906															
			1907		... ...	...	...	...	330	6·79	4·61	...	...	...	46·38	46·38	...	...
			1908		102 ...	...	...	...	314	8·97	7·00	...	...	...	46·00	46·00	...	...
			1909		87	...	...	...	395	6·50	4·50	...	...	...	54·00	54·00	...	...
			1910		† ...	...	...	...	†	†	†	...	...	...	†	†	...	...
17	(*a*) & (*b*)	Dibru-Sadiya	1905	Assam ...	... ...	...	...	...	5,563	8·50	8·50	4	2·22	2·22	51·33	...	...	...
			1906		... ...	...	...	...	6,664	8·50	8·50	...	...	...	55·08	...	...	...
			1907		... ...	...	...	...	7,454	8·50	8·50	...	...	...	59·85	...	...	...
			1908		... ...	...	...	...	7,663	8·50	8·50	...	...	...	62·19	...	...	...
			1909		... ...	...	...	...	8,672	8·50	8·50	...	...	...	71·94	...	...	...
			1910		... ...	...	...	...	9,631	8·50	8·50	...	...	...	77·89	...	...	...
3	(*b*) to (*d*)	Eastern Bengal State.	1905	Bengal and Assam.	281 ...	...	...	...	48,662	6·06	4·32	...	...	...	46·88	36·52	805·30	227·73
			1906		299 ...	...	...	...	57,527	6·33	3·58	...	...	...	48·90	38·04	857·53	246·92
			1907		323 ...	...	...	...	60,909	7·48	4·35	...	...	...	46·31	35·76	801·13	219·23
			1908		327 ...	...	...	...	78,014	6·90	4·27	...	...	...	58·57	44·84	970·28	262·28
			1909		310 ...	...	...	...	89,611	8·17	4·63	...	...	...	63·15	48·27	1,109·05	273·25
			1910		345 ...	...	...	...	100,448	7·47	3·05	...	...	...	63·40	49·01	...	...
7	(*c*)	Hyderabad-Godavari Valley.	1905	Singareni	347 ...	...	...	...	16,686	7·86	4·76	...	...	...	39·50	35·70	825·03	201·96
			1906		286 ...	...	...	...	15,653	7·83	4·81	...	...	...	37·59	33·68	753·84	194·36
			1907		285 ...	...	...	...	15,101	7·80	4·79	...	...	...	35·06	31·36	697·34	179·20
			1908		287 ...	...	...	...	18,311	7·98	4·92	...	...	...	37·12	33·38	816·24	201·49
			1909		286 ...	...	...	...	18,990	7·98	4·95		...	...	39·34	35·48	875·84	213·81
			1910		290 ...	...	...	...	22,410	8·49	5·42	...	...	...	41·08	37·12	873·80	222·79
18	(*a*) to (*d*)	Jodhpur-Bikaner.	1905	Australia and Bengal.	651 ...	...	...	...	24,689	12·22	5·30	155	3·90	3·90	51·51	48·39	876·54	246·73
			1906		581 ...	...	...	...	28,369	13·16	8·02	163	3·71	3·71	48·96	45·57	806·95	237·56
			1907		584 ...	...	...	...	27,688	15·03	6·91	171	5·18	5·18	48·83	46·03	900·25	244·07
			1908		676 ...	...	...	...	28,846	14·92	6·50	173	5·32	5·32	46·79	43·52	1,029·75	248·50
			1909		809 ...	3,551	18·39	15·38	24,776	14·01	6·15	187	5·72	5·72	41·59	38·58	941·73	215·54
			1910		1,024 ...	...	...	...	32,322	14·69	5·02	194	4·90	4·90	42·38	39·24	827·30	204·56
6	(*c*) to (*l*)	Madras and Southern Mahratta.	1908	England, Bengal and Singareni.	260 71	36,177	22·50	18·64	51,748	14·85	9·42	50,768	5·32	4·52	43·22	37·86	780·44	224·67
			1909		204 74	12,245	20·00	16·48	89,539	14·55	10·77	40,879	5·59	4·60	46·07	40·52	808·51	234·31
			1910		225 59	1,399	20·32	15·99	1,06,553	14·71	10·64	42,534	5·49	4·64	47·72	41·45	828·56	237·46
19	(*a*)	Morvi ...	1906	Kasunda.	386 ...	...	...	...	1,102	17·25	15·25	15	10·89	10·89	18·82	18·50	...	...
			1907		386 ...	...	...	...	1,264	17·54	16·54	34	9·26	9·26	30·49	29·80	...	...
			1908		1,283 ...	...	...	...	2,523	13·50	5·25	45	10·50	10·50	33·15	32·58	...	...
			1909		1,283 ...	...	...	...	2,462	17·86	5·00	15	14·00	14·00	33·41	32·92	...	...
			1910		1,283 ...	...	...	...	2,569	15·56	2·37	25	14·00	14·00	34·77	33·88	...	...

* Excludes freight over home line.
† Information not furnished.

APPENDIX 12—*contd.*

Coal and wood fuel consumed by locomotives on each railway system and price paid per ton during the calendar years 1905 to 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railways.	Calendar year.	Sources of supply.			Description of fuel, with actual quantity consumed by locomotives, and cost per ton.									Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)			
				Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources).	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)		Foreign coal.			Indian coal.			Wood.						
							Actual quantity in tons.	Cost per ton.		Actual quantity in tons.	Cost per ton.		Actual quantity in tons.	Cost per ton.		Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
								Including freight on both home and foreign lines.	Excluding freight, *i.e.*, cost off ship.		Including freight on both home and foreign lines.	Excluding freight, *i.e.*, cost at pit's mouth.		Including freight on both home and foreign lines.	Excluding freight.				
Main head.	Sub-head.				Coal.	Wood.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
	...	Nilgiri and Shoranur-Cochin.	1905	England and Bengal.	...	...	2,547	24·38	20·58	284	12·48	5·15	4,502	4·62	4·12	60·50	52·45	...	...
			1906		204	29	2,580	25·13	21·33	121	13·65	5·70	5,961	4·65	4·04	56·13	49·73	...	...
			1907		191	32	2,435	25·71	21·83	337	17·01	11·52	6,989	4·98	4·31	50·78	45·34	...	...
			1908		...	...Included with the South Indian railway system, see No. 10 (*b*) to (*i*).													
2	(*h*) to (*n*)	Rajputana-Malwa.	1905	Bengal and Singareni.	780	...	...	...	...	134,200	16·87	4·03	2,055	...	5·00	40·27	34·74	485·11	171·85
			1906		802	...	...	...	...	145,037	17·70	4·77	1,126	...	5·00	40·33	34·84	527·34	174·25
			1907		954	...	...	...	...	156,612	14·53	4·94	1,232	...	5·00	40·82	35·29	532·15	175·01
			1908		794	...	...	...	...	155,809	14·80	6·39	1,088	...	5·00	43·07	37·04	692·23	195·75
			1909		806	...	...	...	...	158,849	14·75	5·14	1,139	...	5·00	46·41	39·68	680·71	199·50
			1910		846	...	...	...	...	161,195	13·72	5·06	995	...	5·00	46·39	39·72	651·04	195·85
20	(*a*) &(*b*)	Rohilkund and Kumaon.	1905	Bengal ...	605	54	...	...	...	8,942	11·11	2·35	8,923	3·51	2·94	43·29	34·79	794·75	237·60
			1906		612	52	...	...	...	8,749	11·85	2·75	17,779	4·53	3·49	45·98	36·55	500·71	121·08
			1907		685	72	...	...	...	6,681	12·31	4·25	30,411	4·77	3·48	43·79	34·59	862·31	174·86
			1908		725	73	...	...	...	6,575	12·55	4·25	32,562	4·88	3·48	47·73	36·29	815·03	199·86
			1909		594	60	...	...	...	12,686	11·23	4·07	19,348	4·59	3·03	49·13	36·70	788·19	210·59
			1910		604	65	...	...	...	12,596	9·55	2·56	19,059	4·41	3·19	47·03	35·10	733·89	200·18
10	(*b*) to (*i*)	South Indian	1905	England and Bengal.	81	...	...	...	...	72,314	12·42	11·39	9,477	5·01	5·01	36·90	33·74	802·70	200·51
			1906		79	24	...	...	...	73,541	12·53	11·53	5,587	5·24	4·94	36·36	33·13	777·07	190·32
			1907		80	70	...	...	...	81,162	13·66	12·64	9,402	5·89	5·00	38·06	34·64	847·98	203·97
			1908		84	9	3,404	31·52	28·97	81,450	15·33	14·40	25,332	4·88	4·77	40·93	36·62	912·10	223·75
			1909		74	4	5,267	24·53	22·76	89,775	15·13	14·25	17,231	4·60	4·55	42·40	37·80	1,006·15	228·90
			1910		72	4	5,896	23·71	21·94	93,077	14·54	13·68	15,950	4·56	4·51	42·33	37·78	937·45	426·07
...	...	Southern Mahratta.	1905	England, Singareni and Bengal.	...	82	17,674	12·43	5·09	25,451	14·54	11·58	70,137	5·36	4·00	37·04	32·82	718·13	200·65
			1906		...	79	36,900	12·39	4·50	18,555	14·94	11·96	74,743	5·31	4·05	39·38	35·07	744·54	211·09
			1907		292	56	4,112	20·72	18·00	61,234	13·91	8·78	69,699	4·99	4·05	42·61	37·30	745·00	220·64
			1908		...	...	See No. 6 (*c*) to (*l*) Madras and Southern Mahratta railway.												
21	(*a*)	Udaipur-Chitorgarh.	1905	Kasunda.	1,087	...	...	...	...	761	19·00	2·25	11	...	...	32·08	30·03	1,123·52	168·71
			1906		1,087	...	...	...	...	906	19·00	3·75	11	...	...	37·27	34·90	1,038·85	178·24
			1907		1,087	...	...	...	...	932	15·50	5·50	12	...	...	38·61	36·20	1,095·76	184·53
			1908		1,087	...	...	...	...	889	16·77	5·50	1	...	...	34·67	32·26	1,159·01	174·31
			1909		1,087	...	...	...	...	873	16·00	5·50	...	...	...	35·91	33·56	1,063·22	172·43
			1910		1,087	...	...	...	...	954	16·07	5·50	15	...	...	37·81	35·16	1,189·63	188·43
25	(*a*)	Barsi Light	1905	Bengal and Singareni.	...	...	...	...	...	161	15·00	5·00	742	5·94	5·00	40·82	40·06	...	...
			1906		...	...	...	...	...	207	15·40	13·50	946	6·00	5·00	42·22	40·58	...	...
			1907		...	20	...	...	...	3,202	16·00	14·50	168	8·31	6·25	59·44	57·99	...	...
			1908		...	20	...	...	...	2,293	15·75	5·50	165	7·40	6·25	47·22	46·21	...	...
			1909		...	49	...	...	...	2,636	15·00	6·50	243	6·90	5·50	46·09	44·29	1,015·63	339·18
			1910		...	49	...	...	...	3,107	15·37	6·50	99	7·81	6·00	48·51	42·41	1,161·20	386·40
3	(*d*)	Cooch Behar	1905	Bengal and Assam.	75	...	...	...	...	587	9·77	9·11	...	...	...	17·53	14·61	...	...
			1906		71	...	...	...	...	856	9·62	9·50	...	...	...	20·40	17·21	...	...
			1907		67	...	...	...	...	1,459	8·55	7·00	...	...	...	25·81	22·56	...	...
			1908		59	...	...	...	...	1,363	12·50	12·50	...	...	...	25·80	21·39	...	...
			1909		49	...	...	...	...	1,614	12·84	12·45	...	...	...	27·03	23·37	...	...
			1910		...	Converted to 3′ 3⅜″ gauge and amalgamated with E. B. S. 3′ 3⅜″ gauge system.													

APPENDIX 12—*contd.*

Coal and wood fuel consumed by locomotives on each railway system and price paid per ton during the calendar years 1905 to 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railways.	Calendar year.	Sources of supply.		Description of fuel, with actual quantity consumed by locomotives, and cost per ton.									Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.			
						Foreign coal.			Indian coal.			Wood.						
				Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources).	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.)					Cost per ton.			Cost per ton		Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
Main head.	Sub-head.				Coal.	Wood.	Actual quantity in tons.	Including freight. on both home and foreign lines.	Excluding freight. *i. e.* cost off ship.	Actual quantity in tons.	Including freight. on both home and foreign lines.	Excluding freight. *i. e.* cost at pit's mouth.	Actual quantity in tons.	Including freight. on both home and foreign lines.	Excluding freight.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
28	(*a*)	Cutch ...	1905	.....	...	...	...	...	...	123	17·25	...	2	24·80	...	63·99	63·99	493·79	...
			1906		...	...	...	...	...	215	18·00	...	3	21·50	...	29·71	29·71	3,779·44	...
			1907		...	...	...	...	...	179	17·62	...	1	24·62	...	16·70	13·16	3,056·88	...
			1908		...	...	...	...	...	132	17·00	...	1	21·80	...	28·50	15·77	1,983·38	...
			1909		...	...	...	...	...	260	18·00	17·00	2	16·00	16·00	21·47	74·42	1,030·49	...
			1910		...	...	...	...	...	320	17·25	...	4	20·00	...	24·66	16·94	1,094·02	...
30	(*a*)	Dholpur Bari	1908	Bengal	576	...	...	...	...	178	12·45	7·00	3	6·33	6·33	27·32	22·77	...	...
			1909		576	...	...	...	...	237	12·41	3·50	2	7·54	7·54	29·41	24·95	...	...
			1910		576	...	...	...	...	220	9·68	3·50	4	*27·06	*27·06	25·38	20·59	...	...
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla.	1905	Bengal	...	...	...	...	...	1,384	...	...	207	...	...	27·05	26·90	...	...
			1906		...	...	...	...	..	1,833	...	...	79	...	...	28·91	28·80	...	...
			1907		335	...	...	...	...	1,860	17·19	14·02	91	3·00	3·00	24·47	24·38	...	...
			1908		228	...	...	...	...	2,110	17·20	...	78	3·00	...	27·73	27·62	...	...
			1909		249	...	...	...	...	2,174	18·03	14·87	82	4·43	...	28·62	28·34	...	...
			1910		224	...	...	...	...	2,492	18·46	14·00	104	3·35	3·00	28·71	28·00	...	...
1	(*b*) to (*g*)	Gondia-Chanda, Jubbulpore-Gondia Extension, Purulia-Ranchi, Raipur-Dhamtari, Mourbhanj and Parla-Kimedi Light.	1905	Bengal, Khursidih and Barcoee.	556	...	...	...	...	7,333	9·50	2·41	...	...	...	46·33	40·76	1,040·14	320·38
			1906		443	...	...	...	...	10,761	7·70	2·94	...	...	...	57·52	48·93	1,421·63	335·15
			1907		236	...	...	...	...	18,155	7·09	3·94	...	...	...	70·55	57·48	1,509·23	389·57
			1908		116	...	...	...	...	30,953	6·35	4·85	...	...	...	96·07	78·44	1,938·43	575·33
			1909		138	...	...	...	...	28,134	6·97	5·14	...	...	...	80·10	64·12	1,852·11	422·10
			1910		138	...	...	...	...	33,254	6·81	5·05	...	...	...	83·37	66·55	1,998·32	426·84
8	(*h*)	Kalka-Simla.	1905	Bengal, Dandot and Khost.	...	...	...	...	...	5,189	17·50	...	43	7·60	...	71·18	66·77	6,500·13	942·22
			1906		...	...	...	...	...	4,917	18·20	...	3	14·00	...	77·29	67·65	5,407·71	893·13
			1907		...	...	...	...	...	7,081	14·50	...	...	...	...	73·53	65·26	5,879·23	887·70
			1908		...	...	...	...	...	9,991	13·38	...	21	6·49	...	91·91	79·72	6,779·84	1,137·22
			1909		...	...	...	...	...	9,560	13·73	...	15	7·43	...	83·56	68·46	6,488·53	1,021·55
			1910		...	...	...	...	...	8,282	11·77	...	4	5·26	...	67·97	53·16	5,900·92	859·99
8	(*i*) & (*j*)	Kohat-Thal and Nowshera-Durgai.	1905	Bengal, Dandot and Khost.	...	...	12	21·89	...	2,726	12·25	...	132	5·24	...	19·72	16·08	1,243·44	301·98
			1906		...	...	...	...	...	3,548	12·00	...	75	5·49	...	19·43	16·17	1,763·93	337·51
			1907		...	...	...	...	...	4,001	12·70	...	8	5·59	...	22·03	18·15	1,951·14	371·80
			1908		...	...	1	21·89	...	3,840	13·38	...	...	...	...	25·68	22·34	2,433·26	434·20
			1909		...	...	...	...	...	4,731	13·73	...	...	...	...	29·32	26·36	3,318·42	531·42
			1910		...	...	...	...	...	3,986	11·77	...	...	...	...	24·35	21·74	2,656·84	424·53
10	(*j*) & (*k*).	Morapur-Dharmapuri and-Tirupattur-Krishnagiri.	1906	Bengal & Singareni.	478	19	...	...	...	1,342	11·60	5·70	207	4·13	3·73	35·63	31·86	...	...
			1907		159	...	...	...	...	1,528	14·95	11·52	186	...	4·25	37·24	32·78	...	...
			1908		148	2	...	...	...	1,659	16·85	14·55	93	3·83	3·80	38·51	37·23	6,146·09	477·00
			1909		196	1	...	...	...	1,173	15·93	12·97	116	4·17	4·16	32·76	32·68	3,727·88	377·97
			1910		152	2	...	...	...	1,483	15·22	12·93	160	4·27	4·24	41·33	41·04	3,588·14	854·74
19	(*a*)	Morvi ...	1905	Kasunda.	445	...	...	...	...	1,796	18·34	16·25	62	4·77	4·77	32·47	31·55	...	...
			1906		386	...	...	...	...	317	17·25	15·25	8	10·89	10·89	25·52	25·27	...	...
			1907		386	...	...	...	...	390	17·54	16·54	8	9·26	9·26	29·00	27·66	...	...
			1908		1,283	...	...	...	...	556	13·50	5·25	5	10·50	10·50	28·53	28·35	...	...
			1909		1,283	...	...	...	...	645	17·86	5·00	5	14·00	14·00	34·37	32·03	...	...
			1910		1,283	...	...	...	...	409	15·56	2·37	7	14·00	14·00	24·92	24·13	...	...

* The increase in price per ton of wood was due to the transfer of unserviceable sleepers as firewood.

APPENDIX 12—*concld.*

Coal and wood fuel consumed by locomotives on each railway system and price paid per ton during the calendar years 1905 to 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railways.	Calendar year.	Sources of supply.			Description of fuel, with actual quantity consumed by locomotives, and cost per ton.									Consumption in lbs. (Calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.)			
				Name. (The name of the sources of supply *is for coal only.* Wood was supplied from various sources).	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages).		Foreign coal.			Indian coal.			Wood.						
							Actual quantity in tons.	Cost per ton.		Actual quantity in tons.	Cost per ton		Actual quantity in tons.	Cost per ton.		Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.
					Coal.	Wood.		Including freight, on both home and foreign lines.	Excluding freight, *i.e.*, cost off ship.		Including freight, on both home and foreign lines.	Excluding freight, *i.e.*, cost at pit's mouth.		Including freight, on both home and foreign lines.	Excluding freight.				
Main head.	Sub-head.																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.		Rs.	Rs.		Rs.	Rs.				
20	(c)	Powayan Light.	1905	Bengal	655	...	...	...	...	24	11·76	2·35	1,363	...	3·59	20·39	19·41	...	...
			1906		...	9	...	...	...	...	...	...	1,520	3·70	3·48	21·94	20·74	...	...
			1907		...	8	...	...	...	...	...	...	1,501	3·82	3·48	23·23	21·23	...	...
			1908		...	5	...	...	...	...	...	...	1,582	3·85	3·52	22·75	20·37	...	...
			1909		...	5	...	...	...	...	...	...	1,545	3·88	3·05	22·51	19·84	...	...
			1910		...	5	...	...	...	...	...	...	1,416	3·57	3·27	21·44	18·99	...	...
32	(a)	Shahdara (Delhi)-Saharanpur.	1907	Bengal	849	...	...	...	...	697	15·00	5·22	...	...	...	35·70	...	...	...
			1908		849	...	...	...	...	1,715	15·50	5·22	...	...	...	27·85	...	...	...
			1909		849	...	...	...	...	1,891	14·00	5·22	...	...	...	28 01	...	...	...
			1910		849	...	...	...	...	1,838	13·22	5·22	11	5·04	5·04	30·22	...	...	...
33	(a)	Bengal Provincial.	1905	Bengal	157	...	...	...	...	1,128	4·33	1·56	...	...	...	28·53	26·92	...	...
			1906		157	...	...	...	...	1,428	4·24	1·81	...	...	...	34·24	32·33	...	
			1907		157	...	...	...	...	1,696	5·94	3·40	...	...	...	40·36	38·13	...	...
			1908		157	...	...	...	...	1,527	8·19	5·38	...	...	...	36·95	34·80	...	...
			1909		157	...	...	...	...	1,660	6·00	3·56	...	...	...	57·46	34·53	...	...
			1910		125	...	...	...	...	1,424	4·63	1·75	...	...	...	30·70	28·72	...	...
34	(a)	Tezpore-Balipara.	1905	Assam	...	...	...	...	...	643	13·50	...	...	...	...	38·85	...	...	...
			1906		...	...	...	...	...	673	13·50	...	...	...	...	40·44	...	...	...
			1907		...	...	...	...	...	576	13·50	...	...	...	...	35·34	...	...	...
			1908		...	...	...	...	...	416	15·19	...	...	...	...	30·51	...	...	...
			1909		...	...	...	...	...	401	15·19	...	...	...	...	28·12	...	...	...
			1910		...	...	...	...	...	374	15·19	...	...	...	...	25·78	...	...	...
36	(a)	Darjeeling-Himalayan.	1905	Bengal	432	...	...	...	...	4,176	10·61	2·25	...	...	...	37·14	37·14	...	...
			1906		432	...	...	...	...	3,800	10·34	2·25	...	...	...	36·48	36·48	...	...
			1907		432	...	...	...	...	3,939	8·50	2·25	...	...	...	38 13	38·13	...	...
			1908		432	...	...	...	...	3,918	9·70	3·38	...	...	...	38·82	38·62	...	...
			1909		432	...	...	...	...	4,089	10·32	3·38	...	...	...	37·28	37·28	...	...
			1910		432	...	...	...	...	4,322	10·75	4·00	...	...	...	37·00	37·00	...	...
5	(h)	Gwalior Light	1905	Bengal	538	...	...	...	...	2,558	13·62	3·75	27	6·50	6·50	41·73	38·81	...	...
			1906		538	...	...	...	...	2,848	*13·37	3·75	25	6·50	6·50	43·86	40·45	...	...
			1907		538	...	...	...	...	3,103	11·38	5·00	25	6·50	6·50	44·02	39·94	...	...
			1908		538	...	...	...	...	2,822	12·00	5·50	27	7·00	7·00	41·31	37·82	...	...
			1909		538	...	...	...	...	2,581	11·87	5·50	32	5·50	5·50	36·36	33·24	...	...
			1910		645	...	...	...	...	3,123	9·75	2·50	35	9·00	...	35·68	35·01	...	...
40	(a)	Jorhat Provincial State.	1905	Assam	159	...	...	...	...	864	13·61	...	...	...	...	35·90	...	...	...
			1906		141	...	...	...	...	946	13·61	8·50	...	...	...	41·76	...	...	...
			1907		141	...	...	...	...	1,010	13·61	8·50	...	...	...	40·14	...	...	...
			1908		141	...	...	...	...	1,135	15·31	10·19	...	...	...	48·33	...	...	...
			1909		141	...	...	...	...	1,181	15·31	11·49	...	...	...	51·98	...	...	...
			1910		141	...	...	...	...	704	15·45	11·49	...	...	...	31·01	...	...	...
5	(i)	Matheran	1907	...	54	...	11	25·00	24·00	200	19·00	18·00	10	7·00	...	68·73	63·89	...	...
			1908		...	...	...	...	...	375	18·00	15·00	2	7·00	...	64·59	64·01	...	...
			1909		...	...	...	...	...	393	16·54	15·45	...	...	...	60·80	60·80	...	...
			1910		...	...	...	...	...	312	13·99	13·00	1	...	...	46·27	46·27	...	...
42	(a)	Pipar Road-Bhavi.	1910	Bengal ...	1,001	...	...	...	...	21	15·00	4·00	...	...	...	32·30	32·30	...	...
		Total	1905†	...	...	...	35,909	...	...	2,638,855	...	...	258,089	...	...	...	...	...	...
			1906†		...	...	71,768	...	...	2,829,365	...	...	248,037	...	...	...	...	...	...
			1907‡		...	...	50,070	...	...	3,285,443	...	...	188,672	...	...	...	...	...	...
			1908‡	...	...	...	74,709	...	...	3,559,028	...	...	164,494	...	...	...	...	...	...
			1909‡		...	...	79,130	...	...	3,663,280	...	...	127,009	...	...	...	...	...	...
			1910†		...	...	52,147	...	...	3,771,247	...	...	127,725	...	...	...	...	...	...

* Reduced to Rs. 10·12 per ton from 15th November 1906.
† Excluding (1) the Deoghur, (2) Baraset-Basirhat, (3) Bukhtiarpore-Behar, (4) Howrah-Amta and (5) Howrah-Sheakhala Light railways.
‡ Excluding (2), (3), (4) and (5) referred to in note†

APPENDIX 13.

Quantity of (i) Indian coal mined, consumed by locomotives on the railways in India and exported by sea to Indian ports and to foreign ports outside India including Burma, and (ii) foreign coal imported into India, during the calendar years 1885 to 1910.

Years.	Quantity mined in each Province.												Quantity of Indian coal consumed by locomotives on the railways in India.	Quantity of Indian coal exported by sea		Quantity of Foreign coal imported into India	
	Bengal.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Punjab.	Kashmir.	Baluchistan.	Rajputana (Bikaner).	Madras.	Burma.	Total.		To Indian ports, excluding Burma.	To ports outside India, including Burma.	From United Kingdom.	From other countries.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16) *	(17)	(18)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,294,221	486,716	Information is not available.	500	778,643	40,659
1886.	1,186,802	117,287	70,859	13,539	...	...	...	...	...	...	...	1,388,487	470,075		199	698,482	42,652
1887.	1,319,090	128,981	89,302	15,497	3,259	7,523	...	411	...	...	...	1,564,063	488,774		315	786,149	43,010
1888.	1,380,594	157,768	101,528	41,580	13,382	11,249	...	2,802	...	...	...	1,708,903	551,770		15,796	785,776	20,463
1889.	1,541,356	144,465	116,676	52,956	59,646	22,835	...	8,238	...	...	...	1,946,172	715,240		39,972	717,024	52,180
1890.	1,626,245	137,022	145,708	77,842	125,486	40,677	...	15,541	...	...	...	2,168,521	654,829		26,336	631,725	21,857
1891.	1,747,122	141,736	154,208	69,741	144,668	60,714	...	10,368	...	20	...	2,328,577	797,142		4,515	726,069	17,344
1892.	1,920,050	132,005	164,050	88,623	149,601	66,352	...	13,284	...	61	3,670	2,537,696	885,492		15,725	628,374	23,123
1893.	1,902,866	135,118	164,420	94,348	157,421	77,294	...	20,094	...	502	9,938	2,562,001	924,900		52,302	616,319	18,066
1894.	2,035,934	140,495	169,448	132,837	240,525	66,467	...	24,753	...	1,337	12,111	2,823,907	1,062,748	143,813	154,282	675,043	57,112
1895.	2,716,155	122,776	172,717	118,479	292,915	72,493	...	25,458	...	1,737	17,289	3,540,019	1,119,621	162,276	211,407	773,675	15,458
1896.	3,037,920	141,185	177,259	115,386	262,681	79,017	...	26,257	...	†1,000	22,993	3,863,698	1,182,051	389,842	191,030	524,420	93,212
1897.	3,142,497	131,629	185,533	124,778	365,550	92,792	...	12,043	...	...	11,472	4,066,294	1,328,120	731,742	399,979	210,257	47,016
1898.	3,622,090	149,709	200,329	134,726	394,622	85,862	...	13,372	511	...	6,975	4,608,196	1,418,241	737,689	490,290	297,076	34,209
1899.	4,035,265	156,576	225,623	164,569	401,216	81,835	...	15,822	4,249	...	8,105	5,093,260	1,560,771	672,311	467,306	406,451	112,064
1900.	4,978,492	172,842	216,736	164,489	469,291	74,083	...	23,281	9,250	...	10,228	6,118,692	1,858,061	1,030,709	711,874	91,710	43,939
1901.	5,487,585	191,516	254,100	164,362	421,218	67,730	...	24,656	12,094	...	12,466	6,635,727	1,956,631	1,157,892	845,953	112,519	79,108
1902.	6,259,236	196,981	221,096	171,538	455,424	55,373	1,060	33,889	16,503	...	13,302	7,424,402	2,091,992	974,602	728,316	198,574	20,773
1903.	6,361,212	159,154	239,328	193,277	362,733	43,704	999	46,909	21,764	...	9,306	7,438,386	2,203,889	1,235,318	723,873	133,711	30,429
1904.	7,063,680	139,027	266,765	185,774	419,546	45,594	270	49,867	45,078	...	1,105	8,216,706	2,447,341	1,447,867	896,885	176,705	77,169
1905.	7,234,103	147,265	277,065	157,701	454,294	62,622	...	41,725	42,964	...	...	8,417,739	2,638,855	1,635,263	1,144,680	147,760	50,024
1906.	8,617,820	92,848	285,490	170,292	467,924	73,119	...	42,164	32,372	...	1,222	9,783,251	2,829,365	1,830,793	1,304,732	199,215	27,150
1907.	9,993,348	134,088	295,795	178,588	414,221	60,749	...	42,488	28,062	...	...	11,147,339	3,285,443	1,865,056	1,040,242	227,176	74,412
1908.	11,559,911	213,789	275,224	155,107	444,211	54,794	...	45,212	21,297	‡90	...	12,769,635	3,559,028	2,124,642	1,045,695	173,483	211,840
1909.	10,660,811	238,100	305,563	121,496	442,892	37,208	...	52,449	11,449	‡96	...	11,870,064	3,663,280	1,716,823	912,154	311,252	179,169
1910.	9,280,211	220,436	297,236	130,400	506,173	49,189	...	52,015	12,744	‡90	...	10,548,494	3,771,247	1,851,322	1,391,248	261,316	54,744

* Up to 1893 the figures in this column are for official years and exclude exports to Burma port.
† Produced in the North-Western Provinces.
‡ Produced in the North-West Frontier Province.

APPEN

Details of working of State collieries, worked by

Colliery.	Owned by.	Province.	Calendar year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Ballarpur	Central Provinces Administration.	Central Provinces	1907	5,81,524	...	...	...	15,439
			1908	6,75,625	...	...	...	45,299
			1909	7,61,454	63,120	*22,117	...	85,237
			1910	7,59,090	66,639	*26,638	...	93,277
Dandot	North Western State railway.	Punjab ...	1905	2,13,486	28,624	25	14,513	43,162
			1906	2,03,177	28,947	140	14,574	43,661
			1907	2,04,646	23,309	...	13,156	36,465
			1908	2,47,970	17,513	...	11,274	28,787
			1909	2,62,490	14,877	...	9,752	24,629
			1910	2,37,306	20,001	...	11,981	31,982
Khost	North Western State railway.	Baluchistan ...	1905	3,05,815	4,959	296	28,885	34,140
			1906	3,05,769	852	†73	‡31,575	32,500
			1907	3,31,078	419	†36	‡29,415	29,870
			1908	3,09,299	290	†25	‡30,740	31,055
			1909	2,97,023	635	†55	‡40,374	41,064
			1910	2,96,415	429	†37	‡44,293	44,759
Kurhurbaree and Serampore...	East Indian railway.	Bengal ...	1905	22,34,832	512,150	19,226	86,628	618,004
			1906	22,85,524	510,044	26,060	87,875	623,979
			1907	27,34,082	513,792	29,387	73,599	616,778
			1908	28,83,307	550,823	39,878	81,043	671,744
			1909	29,17,977	475,749	34,966	77,626	588,341
			1910	30,85,406	446,387	41,326	71,822	559,535
Mohpani	Great Indian Peninsula railway.	Central Provinces	1905	6,58,458	19,192	...	§3,806	22,998
			1906	7,02,912	24,210	...	§3,293	27,503
			1907	8,02,223	36,768	...	§4,564	41,332
			1908	8,07,839	43,034	...	§5,208	48,242
			1909	8,37,670	57,931	...	§2,686	60,667
			1910	8,55,901	37,741	...	§1,742	39,483
Harappur pressed fuel factory	North Western State railway.	Punjab ...	1905	80,701	...	...	...	‖6,162
			1906	72,613	...	...	...	‖6,541
			1907	69,050	...	...	...	‖6,015
			1908	63,871	...	...	...	‖5,268
			1909	59,081	...	...	...	‖6,274
			1910	54,650	...	...	...	‖5,897
Khost pressed fuel factory ...	North Western State railway.	Baluchistan ...	1907	27,752	...	...	...	‖12,462
			1908	27,752	...	...	...	‖15,350
			1909	27,752	...	...	...	‖18,140
			1910	29,068	...	...	...	‖19,460

* Includes slack coal.
† Nut coal.
‡ Mixed coal.
§ Splint coal.
‖ Pressed fuel.

DIX 14.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	REMARKS.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.					
13,154	65,879	¶45,042	20,837	3·58	329	47	...	...	
45,299	2,10,950	1,24,903	86,047	12·74	456	99	...	1	The working of the colliery was started from the 1st April 1907.
82,852	3,85,292	2,36,321	1,48,971	19·56	750	114	...	3	
95,662	4,06,822	2,58,097	1,48,725	19·59	688	136	...	1	
43,162	3,25,404	3,21,843	3,561	1·66	1,360	32	1	4	
43,661	3,40,218	3,45,709	—5,491	...	1,340	33	...	4	
36,465	2,73,961	2,82,942	—8,981	...	1,078	34	...	4	The decrease in the capital outlay in 1910 was due chiefly to the amount written off for depreciation during the year.
28,787	2,19,383	2,54,991	—35,608	...	902	32	1	5	
24,629	1,72,244	2,41,578	—69,334	...	688	36	2	5	
31,982	2,18,168	2,18,195	—27	...	859	37	1	4	
34,140	3,01,444	2,93,050	8,394	2·75	719	48	5	1	
32,500	2,73,610	2,95,382	—21,772	...	704	46	5	1	
29,378	2,47,032	2,87,766	—40,734	...	706	42	4	2	
31,547	2,84,792	3,19,263	—34,471	...	715	44	25	4	
40,237	3,94,384	3,69,660	24,724	8·33	763	53	3	1	
42,829	4,31,151	3,84,880	46,271	15·61	782	55	4	6	
627,020	**11,20,809	11,20,809	...	...	8,370	74	1	10	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
649,959	**10,81,339	10,81,339	...	...	6,900	90	1	10	
617,095	**11,39,841	11,39,841	...	...	6,149	100	1	21	
666,831	**12,45,426	12,45,426	...	...	5,934	222	9	7	
576,368	**10,55,656	10,55,656	...	...	5,885	100	5	15	
563,752	**10,32,824	10,32,824	...	...	5,789	97	4	2	
23,388	1,16,056	1,68,815	—52,759	...	680	34	...	1	The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1904.
25,944	1,44,457	1,77,997	—33,540	...	790	35	...	1	
40,855	2,21,051	2,10,649	10,402	1·30	979	42	...	...	
45,351	2,60,044	3,58,805	—98,761	...	1,227	39	1	4	
58,519	3,40,294	3,01,744	38,550	4·60	1,224	50	...	3	
38,961	2,14,438	2,67,168	—52,730	...	966	41	...	1	
6,162	68,426	67,075	1,351	1·67	7	††880	...	...	The decrease in the capital outlay in 1910 was due chiefly to the amount written off for depreciation.
6,541	75,222	71,149	4,073	5·61	12	††545	...	...	
6,015	69,172	75,121	—5,949	...	11	††547	...	...	
5,268	60,582	68,682	—8,100	...	11	479	...	...	
6,274	72,148	72,922	—774	...	11	570	...	...	
5,897	67,819	34,919	32,900	60·20	11	536	...	1	
12,462	1,50,503	1,36,747	13,756	49·56	24	292	1	...	Purchased by the North Western State railway with effect from the 1st April 1907. The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
15,350	1,85,047	1,77,991	7,056	25·43	24	640	...	...	
18,140	2,19,608	2,11,617	7,991	28·79	27	672	...	...	
19,460	2,35,074	2,34,955	119	0·41	29	671	...	...	

¶ Excludes establishment charges charged to capital account.

** Coal issued to railway at cost price.

†† Revised figures.

Rolling-stock under different heads on each

Items.	GAUGE. →	5′ 6″.											3′ 3½″									
	Classification No. of railway (detailed in "Index" to Appendix 9). →	1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (g)	6 (a) & (b)	7 (a) & (b)	8 (a) to (h)	9 (a) & (b)	10 (a)	Calcutta Port Commissioners.	11	12	13	14	15 (a) & (b).	16	17	3 (b) to (d)	7 (c)	18 (a) to (d).
	Railway. →	B. N.	B. B. & C. I.	E. B. S.	E. I.	G. I. P.	M. & S. M.	N. G. S.	N. W.	O. & R.	S. I.		A. B.	B. & N. W.	B. D.	B. G. J. P.	B.	D.	D. S.	E. B. S. M.	H. G. V.	J. B.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Engines.																					
1	Engines { Employed exclusively on passenger working.	81	120	75	195	286	73	...	225	99	25	...	...	54	...	...	8	...	...	...	3	...
	Engines { Employed exclusively on goods working.	...	...	41	416	511	...	24	679	...	...	45	...	...	...	...	...	...	...	...	10	...
	Engines { Employed on mixed working or on both passenger working and goods working.	309	147	119	464	170	161	38	150	121	91	...	102	274	10	45	293	2	26	200	42	64
2	**Total Engines** ...	390	267	235	1,075	967	234	62	1,054	220	116	45	102	328	10	45	301	2	26	200	55	64
	Coaching vehicles.																					
3	Saloons, Royal and State. { 4-wheeled ...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	2
	{ 6-wheeled ...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	3	...
	{ Bogie ...	...	...	...	2	...	1	6	8	2	...	...	1	...	...	...	2	...	...	1	...	3
4	Saloons, ordinary ... { 4-wheeled ...	2	15	21	...	...	...	3	...	...	...	...	1	7	3	...	...	...	...	14	...	...
	{ 6-wheeled ...	...	...	...	...	...	...	...	...	...	...	...	...	9	1	...	...	...	...	6	...	...
	{ Bogie ...	...	...	...	4	...	...	...	...	...	...	...	1	1	...	1	...	...	...	...	...	...
5	Reserved carriages ... { 4-wheeled ...	27	9	2	43	7	11	8	51	15	...	...	...	8	...	8	25	...	...	...	4	...
	{ 6-wheeled ...	...	5	...	5	...	1	...	14	...	...	...	...	...	...	...	1	...	...	...	3	...
	{ Bogie ...	...	4	...	1	1	...	1	3	12	...	...	...	...	...	1	16	...	...	...	1	...
6	Inspection carriages { 4-wheeled ...	1	...	...	...	1	3	...	...	1	5	...	18	...	1	...	...	...	...	...	...	9
	{ 6-wheeled ...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Bogie ...	...	...	...	...	...	1	...	...	...	...	...	4	...	...	...	...	...	...	4	...	...
7	Dining cars ... { 4-wheeled ...	...	...	...	...	2	..	...	...	...	...	...	...	...	1	...	...	...	...	...	...	4
	{ 6-wheeled ...	...	...	...	...	...	...	...	...	...	...	...	...	3	1	...	...	...	...	...	...	...
	{ Bogie ...	1	2	...	8	13	...	...	9	3	...	...	3	...	...	...	1	...	...	1	...	...
8	Family carriages ... { 4-wheeled ...	...	...	...	...	8	2	3	...	2	...	...	...	...	...	5	...	...	...	...	...	3
	{ 6-wheeled ...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	1	...
	{ Bogie ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
9	First class carriages { 4-wheeled ...	26	1	14	83	79	24	9	82	38	6	...	1	6	...	6	3	...	...	17	...	4
	{ 6-wheeled ...	...	...	...	...	...	...	...	...	...	1	...	...	31	3	...	...	...	...	...	7	...
	{ Bogie ...	...	2	1	12	9	...	...	1	...	...	...	...	...	...	...	...	...	...	7	...	...
10	Composite, first and second class. { 4-wheeled ...	44	16	54	54	77	57	12	101	51	30	...	3	23	1	10	25	2	10	40	...	20
	{ 6-wheeled ...	...	4	...	...	...	...	...	...	...	...	...	...	12	5	...	...	...	...	...	11	...
	{ Bogie ...	18	34	24	47	104	11	4	21	15	...	...	18	16	...	10	23	...	...	12	2	3
11	Composite, first, second and third class. { 4-wheeled ...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ 6-wheeled ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Bogie ...	6	...	...	...	24	7	...	80	...	3	...	17	...	...	3	49	...	...	...	...	...
12	Other composite carriages. { 4-wheeled ...	5	...	...	3	...	3	...	10	4	...	...	...	...	1	5	...	...	...	...	...	...
	{ 6-wheeled ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Bogie ...	...	10	21	236	*18	...	...	...	37	...	...	†8	...	...	7	11	...	...	10	...	‡8
	Coaching vehicles carried over.	130	102	137	497	345	124	50	380	180	47	...	75	123	17	56	157	2	10	112	32	56

* Includes two composite restaurant and sleeping carriages.
† Includes 3 third class carriages with dining accommodation.
‡ Includes one refreshment car with luggage van.

DIX 15.

railway at the close of the calendar year 1910.

3′ 3½″						2′ 6″																2′ 0″							Items.
6 (c) to (l)	19	2 (h) to (n)	20 (a) & (b)	10 (b) to (i)	21	24	25	26	28	30	3 (b) & (c)	2 (o) & (p)	1 (b), (e), (f) & (g)	8 (i)	8 (j) & (k)	10 (j) & (k)	19	1 (d)	1 (e)	20 (c)	33	34	35	8 (l)	37	5 (h)	38	39	41	5 (i)	42	
M. & S. M. M.	M. R. W.	R. M.	R. & K.	S. I. M.	U. C.	B. B. L.	B. L.	B.B.	C.	D. B.	E. B. S. M.	G. D. & R.	G. C., J.G. E., P. R. & R. D.	K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	P. B.	
24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
40	3	175	4	10	1	...	...	...	1	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
5	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	9	...	..	...	...	...	...	...	1
235	3	322	53	283	2	7	12	4	3	3	9	13	75	36	29	6	1	3	3	5	8	6	3	...	16	20	13	4	9	5	2	
280	8	497	57	293	3	7	12	4	4	3	9	13	75	36	29	6	5	3	3	5	8	6	3	9	16	20	13	4	9	5	2	2
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
6	1	6	...	4	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	1	2	...	..	...	...	...	
...	...	3	...	...	...	...	...	...	...	...	2	...	...	...	...	...	1	...	...	...	1	...	...	...	2	...	...	...	...	2	...	
...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	3	...	...	...	...	...	1	..	...	...	...	...	...	2	...	...	...	...	...	...	...	...	1	...	...	...	...	...	
8	...	...	4	...	...	1	...	...	...	...	...	...	...	4	1	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
6	...	1	...	2	...		...	...	...	...	...	...	5	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	
...	...	17	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	..	...	...	...	...	...	...	...	...	
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	6	...	8	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...		
...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	1	...	...	...	.	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	3	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	3	41	...	...	1	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
44	...	40	6	4	...	...	...	1	...	...	...	...	...	12	3	...	...	2	...	...	2	...	...	...	14	...	...	...	...	14	...	
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	6	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	4	...	...	
64	5	55	8	51	3	4	...	1	...	...	6	...	2	4	8	...	...	...	...	3	...	2	...	...	4	...	4	...	...	1	...	
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
20	3	52	6	17	...	...	...	...	1	...	...	...	10	14	...	4	4	...	...	...	...	...	...	...	3	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	2	42	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	9	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	3	...	2	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
§14	...	34	...	‖10	...	...	6	...	1	1	...	...	6	...	...	...	2	2	1	...	...	...	3	...	2	4	...	...	2	...	1	
162	12	258	37	169	4	5	7	2	3	2	13	3	27	34	14	4	9	4	2	4	3	5	3	...	28	14	6	3	6	19	1	

§ Includes 6 bogie dining carriages with 3rd class compartment.
‖ Includes one composite dining car.

WWW

APPEN

Rolling-stock under different heads on each

Items.	GAUGE. →	5′ 6″											3′ 3¾″									
	Classification No. of Railway (Detailed in "Index" to Appendix 9.) →	1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (g)	6 (a) & (b)	7 (a) & (b)	8 (a) to (h)	9 (a) & (b)	10 (a)	Calcutta Port Commissioners'.	11	12	13	14	15 (a) & (b).	16	17	3 (b) to (d)	7 (c)	18 (a) to (d)
	Railway. →	B. N.	B. B. & C. I.	E.B.S.	E. I.	G.I.P.	M. & S.M.	N.G.S.	N.W.	O.&R.	S. I.		A.B.	B. & N. W.	B.D.	B.G. J. P.	B.	D.	D.S.	E. B. S. M.	H. G. V.	J.B.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Coaching vehicles—*concld.*																					
	Coaching vehicles brought forward.	130	102	137	497	345	124	50	380	180	47	...	75	123	17	56	157	2	10	112	32	56
13	Second class ... 4-wheeled ...	28	18	14	78	129	36	10	91	33	26	...	...	10	...	8	38	...	...	19	...	6
	Second class ... 6-wheeled ...	...	...	...	...	...	4	...	...	...	...	...	...	28	1	...	...	...	...	...	10	...
	Second class ... Bogie ...	...	19	1	15	2	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...
14	Second class with postal accommodation ...	...	...	...	...	22	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...
	Intermediate class. 4-wheeled	25	4	26	67	...	4	...	132	33	...	...	...	...	...	14	...	...	...	45	...	17
	Intermediate class. 6-wheeled	...	1	...	...	...	...	...	...	...	...	...	...	32	...	...	...	...	...	...	...	...
15	Intermediate class. Bogie	4	15	8	17	...	...	...	12	3	...	..	...	...	...	2	...	...	...	4	...	...
	Intermediate class. Ambulance 4-wheeled	...	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Intermediate class. Ambulance Bogie ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Composite, intermediate and third class	12	...	44	25	...	7	...	132	37	...	...	9	78	4	3	...	...	...	52	...	3
17	Intermediate and postal carriages ...	3	5	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...
18	Intermediate, third and postal carriages	...	...	3	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	2	...	...
19	Lower class	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Third class carriages without brakes. 4-wheeled	...	114	175	650	544	324	64	64	82	174	...	...	215	2	82	211	...	33	234	...	67
	Third class carriages without brakes. 6-wheeled	...	39	...	...	...	...	...	...	...	...	...	...	356	19	...	...	...	...	...	64	...
	Third class carriages without brakes. Bogie	...	183	81	214	176	35	8	...	61	5	...	...	169	...	3	204	8	6	105	3	42
	Third class carriages without brakes. Ambulance 4-wheeled	...	8	...	92	16	45	...	174	188	...	...	...	...	...	...	54	...	...	...	...	...
	Third class carriages without brakes. Ambulance Bogie ...	...	7	...	24	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Third class carriages with brakes. 4-wheeled	268	4	...	...	122	2	...	223	...	...	...	...	...	...	13	8	...	...	...	...	...
	Third class carriages with brakes. 6-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	Third class carriages with brakes. Bogie	161	15	...	...	17	...	...	90	...	...	...	93	..	...	19	37	...	...	...	...	...
	Third class carriages with brakes. Ambulance 4-wheeled	20	...	...	...	22	...	...	262	...	...	...	...	...	...	...	...	...	...	...	...	...
	Third class carriages with brakes. Ambulance Bogie ...	...	...	...	6	10	...	...	312	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Third class and postal vans ...	19	12	6	46	31	8	5	70	38	4	...	19	21	4	4	47	...	6	16	4	10
23	Brake-vans (used exclusively on passenger service).	35	44	23	168	143	...	20	374	108	...	...	...	...	...	23	...	...	6	51	22	3
24	Brake-vans with Intermediate class	7	...	18	...	...	...	...	...	...	...	...	78	...	...	...	...	...	...	2	...	...
	Brake-vans with Third class ...	90	28	36	45	44	16	...	121	7	12	...	...	...	...	7	54	...	...	8	1	12
25	Brake-vans fitted with postal compartments.	...	...	...	...	28	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Postal vans	...	...	1	12	9	5	...	10	...	4	...	...	...	...	...	...	...	...	3	...	...
27	Composite, postal and other carriages	12	...	1	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	1	...	...
28	Prison vans	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	3	...	...	3	...	...
29	Carriage trucks	11	7	9	39	56	19	4	42	...	8	...	...	5	...	6	1	...	...	5	...	...
30	Horse boxes	26	20	22	100	114	38	10	142	61	18	...	16	30	1	5	37	...	3	27	10	12
31	Luggage vans	30	32	26	57	132	38	7	61	43	8	...	14	1	...	...	17	...	4	44	...	...
32	Produce Vendors' vans	...	...	16	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Milk vans	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...
34	Fish vans	...	...	31	...	...	...	...	...	...	...	...	3	...	...	...	...	...	2	23	...	...
35	Store, ice and stationery vans ...	...	...	...	1	...	...	...	18	4	...	...	...	...	...	...	...	...	...	...	...	...
36	Miscellaneous	...	...	13	20	...	...	...	44	...	...	...	1	...	...	...	94	...	2	17	...	...
	Total coaching vehicles ...	881	677	730	2,183	1,978	705	178	2,768	880	306	...	308	1,068	48	250	962	10	72	785	146	228

DIX 15—*contd.*

railway at the close of the calendar year 1910.

3′ 3½″						2′ 6″																2′ 0″								Items.
6 (c) to (l)	19	2 (h) to (n)	20(a) & (b)	10 (b) to (i)	21	24	25	26	28	30	3 (b) & (c)	2(o) & (p)	1 (b), (c), (f) & (g)	8 (i)	8 (j) & (k)	10 (j) & (k)	19	1(d)	1 (e)	20 (c)	33	34	35	8(l)	37	5(h)	38	39	41	5(i)	42	
M. & S. M. M.	M. R. W.	R. M.	R. & K.	S. I. M.	U. C.	B. B. L.	B. L.	B. B.	C.	D.B.	E. B. S. M.	G. D. & B.	G. C., J. G. E., P. R. & R. D.	K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S.S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M.T H.	P. B.	
24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
162	12	258	37	169	4	5	7	2	3	2	13	3	27	34	14	4	9	4	2	4	3	5	3	...	8	14	6	3	6	19	1	
37	...	47	3	28	1	...	...	...	...	...	...	1	...	9	...	...	4	...	...		...	...	...	...	22	6	...	...	...	7	...	
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
...	...	...	...	8	...	...	...	...	...	...	...	7	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	27	3	...	...	5	...	2	...	...	2	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	5	2	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	
...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	
...	...	12	11	...	2	...	...	1	...	...	2	...	10	...	...	...	...	...	...	...	...	2	...	...	...	...	2	1	...	...	...	16
...	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	2	...	...	...	...	...	...	...	2	...	...	17
...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	34	...	...	...	...	...	...	2	...	...	...	9	...	...	...	...	...	13	...	...	19
264	20	532	48	387	12	28	...	11	...	...	25	...	...	...	24	...	15	...	...	10	...	11	...	...	...	25	83	18	...	6	...	
...	...	...	29	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
53	4	331	26	332	...	...	32	...	1	1	...	...	...	...	6	10	13	...	...	...	...	...	...	...	19	...	...	...	...	2	20
1	...	5	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
237	...	16	...	...	2	...	...	...	...	...	...	...	14	27	...	...	...	...	...	...	22	3	...	32	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
19	...	...	...	...	...	...	...	...	3	2	...	...	91	10	...	...	...	5	3	..	...	...	...	2	...	...	...	...	...	...	...	
2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
34	...	36	1	37	1	1	...	1	...	...	2	...	...	2	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	2	7	...	89	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	3	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
249	2	74	2	56	...	...	3	3	...	...	7	3	36	...	10	7	...	...	...	4	...	...	...	3	10	...	...	...	...	...	...	
...	...	...	10	...	...	...	...	...	2	...	...	...	...	...	6	...	...	2	...	...	...	...	...	5	...	...	...	...	...	...	...	25
	...	...	...	...	...	...	...	...	...	...	..	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
6	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
14	...	39	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
47	2	85	10	33	1	...	...	...	...	...	...	2	6	...	...	...	2	...	...	...	...	...	...	...	...	5	...	...	...	...	...	30
22	...	20	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
10	...	3	...	17	...	...	...	...	...	...	1	1	...	7	...	...	...	...	...	...	...	...	...	7	2	...	...	...	...	...	...	36
1,157	45	1,511	191	1,171	23	42	41	20	9	5	56	51	196	93	66	21	51	11	7	18	27	22	12	...	106	81	96	24	21	32	3	37

APPEN

Rolling-stock under different heads on each

(In this statement the few six-wheeled wagons

Items	GAUGE. ⟶	5′ 6″											3′ 3½″									
	CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.) ⟶	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4	5 (*a*) to (*g*)	6 (*a*) & (*b*)	7 (*a*) & (*b*)	8 (*a*) to (*h*)	9 (*a*) & (*b*)	10(*a*)	Calcutta Port Commissioners'.	11	12	13	14	15 (*a*) & (*b*).	16	17	3 (*b*) to (*d*)	7 (*c*)	18 (*a*) to (*d*).
	Railway. ⟶	B.N.	B. B. & C.I.	E.B. S.	E. I.	G. I. P.	M. & S. M.	N.G. S.	N.W.	O. & R.	S. I.		A.B.	B. & N.W.	B.D.	B.G. J.P.	B.	D.	D.S.	E.B. S.M.	H.G. V.	J.B.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Goods vehicles.																					
38	Covered goods wagons, bogie. { Ordinary	...	...	...	...	11	...	...	...	...	...	...	100	200	263	...	473	...	...	610	...	6
	{ Military	...	...	...	...	...	...	...	556	...	...	...	...	...	...	...	75	...	...	...	...	...
39	Covered goods wagons, 4-wheeled. { Ordinary	3,540	2,292	3,070	3,540	5,564	987	98	7,670	2,345	174	706	1,150	4,001	...	153	4,035	4	273	2,158	440	846
	{ Military	1,552	1,221	1,432	6,978	3,911	1,318	260	6,965	3,187	572	...	810	2,107	...	145	20	...	...	456	150	...
40	High-sided wagons, bogie	...	...	...	...	81	...	10	70	...	...	...	15	...	...	...	16	...	...	2	2	...
41	High-sided wagons, 4-wheeled	1	1,550	52	6,737	3,698	1,207	949	1,582	...	487	200	178	...	...	25	60	...	864	...	260	...
42	Medium-sided wagons, bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
43	Medium-sided wagons, 4-wheeled	732	443	...	...	...	...	...	...	...	...	...	...	...	...	...	310	2	...	...	...	...
44	Low-sided wagons, bogie. { Ordinary	...	...	...	...	...	...	...	102	...	...	1	...	...	54	20	79	...	...	...	...	...
	{ Military	...	123	...	...	...	...	...	140	...	...	...	...	28	...	...	...	...	...	...	...	151
45	Low-sided wagons, 4-wheeled. { Ordinary	190	26	141	3,223	25	...	...	483	...	...	82	300	442	...	540	242	3	70	238	...	...
	{ Military	155	...	331	1,525	...	229	...	1,210	278	...	...	...	25	...	...	...	...	...	228	...	161
46	Coal or coke wagons	4,675	584	...	773	6	...	...	600	280	...	...	...	*150	...	...	38	...	...	...	...	...
47	Cattle wagons	...	...	1	20	...	1	...	24	...	...	...	4	...	1	6	254	...	...	...	...	36
48	Accident vans	23	17	13	54	59	20	...	...	9	3	2	5	...	1	...	14	...	...	10	...	...
49	Platform wagons	25	...	...	43	...	3	...	12	...	...	35	...	2	...	...	...	...	...	5	...	...
50	Powder vans	6	7	5	31	34	9	...	65	8	3	...	3	1	...	2	12	...	1	2	...	1
51	Timber trucks	119	20	12	100	191	167	4	49	141	...	...	80	284	26	22	107	...	54	184	20	...
	Bolster trucks. { Double	...	...	...	...	...	...	...	...	...	100	2	...	...	...	...	157	...	...	...	...	...
	{ Single	132	...	63	...	50	...	...	...	...	52	20	16	...	...	...	150	...	...	...	...	...
53	Ballast wagons	76	478	...	289	406	95	71	120	117	55	12	110	...	...	74	541	...	...	50	83	...
54	Brake-vans (used indiscriminately on passenger, goods or mixed service).	255	166	84	784	639	234	39	225	83	69	1	15	232	15	18	219	2	21	87	28	34
55	Travelling oil tanks	47	20	30	94	42	38	...	61	14	7	...	3	13	...	2	2	...	...	14	1	2
56	Travelling water tanks	...	25	12	1	11	11	3	90	2	1	...	...	...	...	1	21	...	...	...	1	14
57	Travelling gas holders	12	11	4	6	19	12	1	23	8	6	...	8	...	...	...	...	...	...	7	1	...
58	Travelling cranes	23	28	8	31	60	15	2	58	22	2	3	15	22	3	2	37	...	2	15	2	...
59	Miscellaneous	50	261	51	10	1	45	7	287	...	12	...	14	9	...	56	131	...	6	82	6	...
60	**Total Goods vehicles**	11,613	7,272	5,309	24,239	14,808	4,391	1,444	20,392	6,494	1,543	1,064	2,826	7,516	363	1,066	6,993	11	1,291	4,148	994	1,251
	Motor cars																					
61	Rail Motors. { Motor Engine, with or without detachable trailer (for passengers or goods).	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	†3	...	...	...	...	...
	{ Motor Coach, self-propelled (for passengers).	...	...	...	5	1	...	...	2	...	1	...	...	...	...	...	...	...	...	...	...	...
	{ Motor Inspection Trolly (for engineers).	1	...	1	15	...	...	...	...	...	...	...	2	...	...	1	1	...	...	1	...	1
62	Road Motors { Motor Car (for passengers).	1	1	1	...	1	1	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...
	{ Motor Train (*e.g.*, Renard's, for passengers or goods).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Motor Van (for parcels and goods).	...	1	3	...	1	...	...	1	2	...	...	...	...	...	...	1	...	...	...	...	...
	Total	2	2	5	20	3	3	...	4	2	1	...	2	...	...	1	6	...	...	1	...	1

LOWER CLASS CARRIAGES PROVIDED WITH LATRINE

	Intermediate class	29	16	19	70	...	4	...	144	36	...	...	...	32	...	12	...	...	...	47	...	17
	Third class	182	203	143	351	372	156	72	891	227	43	...	44	163	...	61	221	...	...	336	61	107
	Composites containing Intermediate or 3rd class accommodation.	31	21	73	234	156	24	...	132	49	...	...	102	78	3	6	83	...	...	72	...	34
63	Total	242	240	235	655	528	184	72	1,167	312	43	...	146	273	3	79	304	...	...	455	61	158

* These are 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

† There are 4 engines and 3 trailers.

DIX 15—*concld.*

railway at the close of the calendar year 1910.

in use on Indian railways have been included with four-wheeled wagons.)

3′ 3½″						2′ 6″																2′ 0″								Items.
6 (*c*) to (*l*)	19	2 (*h*) to (*n*)	20 (*a*) & (*b*)	10 (*b*) to (*i*)	21	24	25	26	28	30	3 (*b*) & (*o*)	2 (*o*) & (*p*)	1 (*b*), (*c*), (*f*) & (*g*)	8 (*i*)	8 (*j*) & (*k*)	10 (*j*) & (*k*)	19	1 (*d*)	1 (*e*)	20 (*o*)	33	34	35	8 (*l*)	37	5 (*h*)	38	39	41	5 (*i*)	42	
M. & S. M. M.	M. R. W.	R. M.	R. & K.	S. I. M.	U. C.	B. B. L.	B. L.	B. B.	C.	D. B.	E. B. S. M.	G. D. & R.	G. C., J. G. E., P. R. & R. D.	K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	P. B.	
24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
...	...	475	...	329	...	...	67	...	...	5	...	...	459	...	49	24	10	6	2	1	...	...	...	...	1	...	...	...	42	...	...	38
85	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3,945	29	3,332	1,093	1,820	33	6	...	14	...	...	103	55	20	58	25	...	10	2	...	57	80	20	30	...	86	155	14	4	...	2	...	39
193	...	1,720	250	251	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
57	15	...	...	97	...	...	5	...	...	...	...	...	...	18	13	24	9	...	...	...	...	...	2	...	...	6	...	...	21	...	...	40
233	25	132	...	700	...	29	...	18	15	10	...	...	...	42	19	...	...	...	...	...	...	...	12	...	148	55	32	4	...	22	4	41
182	...	...	...	6	...	...	...	...	...	...	...	...	213	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
268	...	149	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	2	227	...	27	...	...	57	4	14	...	...	106	44	12	...	...	38	10	12	...	...	36	...	...	1	...	10	...	4	...	...	44
...	...	950	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
267	..	9	242	...	10	...	...	12	...	25	37	83	30	...	4	...	...	2	2	3	100	...	6	...	...	10	4	...	...	...	...	45
...	...	1,234	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
350	...	...	...	...	...	...	...	...	...	...	...	...	195	...	69	...	...	...	...	...	...	...	...	336	...	...	...	...	...	...	...	46
28	...	...	...	6	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47
13½	1	16	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	48
45	...	...	...	4	...	...	...	...	...	...	1	...	...	...	74	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
13	...	38	2	8	...	...	...	...	...	...	...	1	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50
127	...	75	76	33	...	...	...	...	...	...	37	...	43	...	...	...	...	...	...	2	...	...	2	...	3	...	...	...	...	...	...	51
30½	...	...	...	38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	52
65	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	
...	...	...	...	511	...	...	2	...	...	...	...	...	...	...	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	53
51	2	292	38	128	3	3	...	...	...	2	1	10	17	18	14	...	2	...	3	...	9	3	3	...	...	4	11	1	...	2	...	54
28	...	21	...	38	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55
26	...	...	...	23	...	...	2	...	...	...	2	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	56
34	...	...	...	...	...	...	...	...	...	...	...	..	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	57
21	...	27	13	8	...	...	1	...	...	...	...	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	58
3	...	3	...	7	...	...	2	...	...	...	...	2	...	24	...	...	...	...	...	8	...	...	...	...	9	...	...	...	13	...	...	59
6,064	74	8,700	1,720	4,054	46	38	136	48	29	42	181	257	1,031	194	445	48	70	20	19	71	189	59	55	336	250	232	71	9	80	28	4	60
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	61
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	
...	...	...	...	1	1	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	
...	...	...	2	2	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	62
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	2	3	1	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	1	...	

ACCOMMODATION FOR PASSENGERS.

...	...	31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
220	24	419	29	197	14	...	...	...	4	3	...	...	59	8	...	...	6	...	...	...	...	...	...	...	4	5	...	...	...	...	...	
48	2	65	20	39	3	..	..	...	...	1	...	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
268	26	515	49	236	17	...	...	...	4	4	...	...	77	8	...	...	6	...	...	...	...	...	...	...	4	5	...	...	...	...	...	63

APPEN

Number of, outlay on, and work done by

Items.	GAUGE. →	5′ 6″						
	CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9). →	1 (*a*).	2 (*a*) to (*g*).	3 (*a*).	4	5 (*a*) to (*g*).	6 (*a*) & (*b*).	7 (*a*) & (*b*).
(1)	Railways. → (2)	B. N. (3)	B. B. & C. I. (4)	E. B. S. (5)	E. I. (6)	G. I. P. (7)	M. & S. M. (8)	N. G. S. (9)
	ENGINES.							
1	Engines employed exclusively on passenger working. — Number at close of 1909	81	105	76	201	280	73	4
2	Engines employed exclusively on passenger working. — Number added in 1910	...	15	—1	—6	6	...	—4
3	Engines employed exclusively on passenger working. — Number at close of 1910	81	120	75	195	286	73	...
4	Engines employed exclusively on goods working. — Number at close of 1909	...	...	44	408	505	...	20
5	Engines employed exclusively on goods working. — Number added in 1910	...	...	—3	8	6	...	4
6	Engines employed exclusively on goods working. — Number at close of 1910	...	...	41	416	511	...	24
7	Engines employed on mixed working or on both passenger working and goods working. — Number at close of 1909	308	145	111	466	161	151	38
8	Engines employed on mixed working or on both passenger working and goods working. — Number added in 1910	1	2	8	— 2	9	10	...
9	Engines employed on mixed working or on both passenger working and goods working. — Number at close of 1910	309	147	119	464	170	161	38
10	Total number of locomotives on the 31st December 1910	390	267	235	1,075	967	234	62
11	Number of all classes per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*	0·22	0·23	0·46	0·43	0·33	0·22	0·17
12	Average mileage run by each *per annum.* — Engines employed exclusively on passenger working.	36,050	26,801	18,502	37,246	30,276	31,107	...
13	Average mileage run by each *per annum.* — Engines employed exclusively on goods working.	...	...	20,275	24,006	21,163	...	23,044
14	Average mileage run by each *per annum.* — Engines employed on mixed working or on both passenger working and goods working.	18,451	22,004	20,305	4,380	13,156	18,525	31,577
15	Average mileage run by each *per annum.* — All classes of engines	22,106	24,160	24,282	24,045	22,512	22,558	28,448
16	Average mileage run by each *per diem.* — Engines employed exclusively on passenger working.	99	73	51	102	83	85	...
17	Average mileage run by each *per diem.* — Engines employed exclusively on goods working.	...	...	55	66	58	...	63
18	Average mileage run by each *per diem.* — Engines employed on mixed working or on both passenger working and goods working.	50	60	80	12	36	51	86
19	Average mileage run by each *per diem.* — All classes of engines	61	66	66	66	62	62	78
20	Ton-mileage hauled per engine, in thousands of tons	7,898	8,248	6,191	9,801	7,521	6,747	8,116
21	Average under repairs or renewals at any one time	43	37	33	127	204	45	8
22	Total value, in thousands of rupees on 31st December 1910	2,14,01	1,12,67	*	4,66,90	4,14,67	99,95	26,22
23	Total value per mile of line open on 31st December 1910, *excluding, 2nd, 3rd, etc., tracks.*	11,842	9,637	*	18,629	14,291	9,595	7,477
	COACHING STOCK.							
24	Number at close of 1909	804	624	713	2,153	† 1,925	673	174
25	Number added in 1910	17	53	17	30	53	32	4
26	Number at close of 1910	881	677	730	2,183	1,978	705	178
27	Number per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.* — 1st class	0·05	0·05	0·15	0·09	0·08	0·08	0·12
28	Number per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.* — 2nd class	0·03	0·06	0·11	0·06	0·09	0·07	0·05
29	Number per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.* — Intermediate class	0·02	0·02	0·18	0·06	...	0·01	...
30	Number per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.* — 3rd class	0·30	0·36	0·61	0·43	0·30	0·41	0·22
31	Number per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.* — All other classes	0·09	0·09	0·38	0·22	0·21	0·11	0·12
32	Number per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.* — Total of all classes	0·49	0·58	1·43	0·86	0·67	0·68	0·51

* Included in items 71 and 72.
† Revised figures.

DIX 16.

rolling-stock during 1910 (except where otherwise stated).

5′ 6″			3′ 3⅜″												
8 (*a*) to (*h*).	9 (*a*) & (*b*).	10 (*a*).	11	12	13	14	15 (*a*) & (*b*)	16	17	3 (*b*) to (*d*).	7 (*c*).	18 (*a*) to (*d*).	6 (*c*) to (*l*)	19	Items.
N. W. (10)	O. & R. (11)	S. I. (12)	A. B. (13)	B. & N. W. (14)	B. D. (15)	B. G. J. P. (16)	B. (17)	D. (18)	D. S. (19)	E. B. S. M. (20)	H. G. V. (21)	J. B. (22)	M. & S. M. M. (23)	M. R. W. (24)	(25)
216	99	37	...	54	...	...	12	...	...	...	2	...	40	...	1
9	...	—12	...	...	...	...	—4	...	...	...	1	...	...	3	2
225	99	25	...	54	...	...	8	...	...	...	3	...	40	3	3
674	...	22	...	...	...	...	...	...	...	...	10	...	5	2	4
5	...	—22	...	...	...	...	...	...	...	...	...	...	...	...	5
679	...	...	...	...	...	...	...	...	...	...	10	...	5	2	6
141	108	43	102	274	10	37	293	2	26	199	43	56	228	3	7
9	13	48	...	...	...	8	...	...	...	1	—1	8	7	...	8
150	121	91	102	274	10	45	293	2	26	200	42	64	5	3	9
1,054	220	116	102	328	10	45	301	2	26	200	55	64	280	8	10
0·23	0·15	0·26	0·13	0·17	0·07	0·09	0·20	0·42	0·28	0·19	0·14	0·07	0·13	0·11	11
36,257	34,130	17,781	...	21,177	...	...	25,168	...	...	...	16,715	...	28,187	19,974	12
10,351	...	...	...	...	...	...	...	...	...	...	9,044	...	15,012	101	13
19,966	22,046	14,463	22,232	21,349	...	24,878	27,387	7,490	20,288	22,413	28,855	30,924	23,925	35,329	14
23,172	27,484	17,371	22,232	21,321	...	24,878	27,324	7,490	20,288	22,413	24,591	30,924	24,380	20,764	15
99	94	49	...	58	...	...	69	...	...	...	46	...	77	55	16
28	...	...	...	...	...	..	...	...	...	...	25	...	41	...	17
55	60	40	61	58	...	68	75	20	56	61	79	85	66	97	18
63	75	47	61	58	...	68	75	20	56	61	67	85	67	57	19
7,338	8,356	4,101	3,819	4,179	...	3,487	4,760	...	...	...	4,097	5,544	4,210	...	20
298	28	26	10	34	2	4	25	...	3	38	5	10	43	1	21
4,75,44	1,11,79	...	35,74	1,05,14	2,70	11,45	99,59	...	*	*	16,89	20,38	†67,85	264	22
10,338	8,437	...	4,525	5,553	1,765	2,405	6,522	...	*	*	4,318	2,027	†3,245	3,566	23
2,685	837	303	285	1,041	48	204	989	10	72	744	134	216	‡1,120		24
83	43	3	23	27	...	—14	—27	...	...	41	12	12	37	—9	25
2,768	880	306	308	1,068	48	250	962	10	72	785	146	228	1,157	45	26
0·06	0·08	0·05	0·05	0·05	...	0·07	0·05	...	0·11	0·07	0·07	0·04	...	0·16	27
0·04	0·05	0·07	0·03	0·03	...	0·05	0·06	...		0·05	0·04	0·02	...	0·04	28
0·05	0·05	...	0·03	0·03	...	0·04	...	...	...	0·08	...	0·02	...	...	29
0·27	0·27	0·33	0·15	0·41	...	0·26	0·39	...	0·49	0·36	0·18	0·13	...	0·35	30
0·18	0·17	0·08	0·13	0·02	...	0·09	0·13	...	0·19	0·19	0·08	0·02	...	0·05	31
0·60	0·62	0·53	0·39	0·54	0·31	0·51	0·63	2·09	0·79	0·75	0·37	0·23	0·55	0·60	32

* Included in items 71 and 72.
† Excludes the outlay by the West of India Portuguese railway.
‡ Revised figures.

Number of, outlay on, and work done by,

Items.	GAUGE. →	5′ 6″—*concld.*						
	CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9.) →	1 (*a*).	2 (*a*) to (*g*).	3 (*a*).	4	5 (*a*) to (*g*)	6 (*a*) & (*b*).	7 (*a*) & (*b*)
(1)	Railways. → (2)	B. N. (3)	B. B. & C. I. (4)	E. B. S. (5)	E. I. (6)	G. I. P. (7)	M. & S. M. (8)	N. G. S. (9)
	COACHING STOCK—*concld.*							
33	Average mileage run by each *per annum*. — 1st class	46,360	...	33,060	67,411	...	...	...
34	2nd class	65,256	...	47,233	78,537	...	...	...
35	Intermediate class	64,762	...	49,102	115,938	...	...	...
36	3rd class	59,038	...	55,018	72,699	...	...	...
37	All other classes	51,262	...	31,780	39,779	...	...	...
38	Total of all classes	56,956	80,119	46,194	67,245	65,677	50,023	44,593
39	Average mileage run by each *per diem*	156	219	124	184	180	137	122
40	Freight ton-mileage per vehicle, in thousands of tons ¶	50	81	40	65	53	52	36
41	Average under repairs or renewals at any one time	110	113	72	283	388	73	14
42	Total value, in thousands of rupees on 31st December 1910	†97,59	†76,76	‡	†2,72,77	†1,96,26	§	10,67
43	Total value per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*	†5,400	†6,565	‡	†10,883	†6,764	§	3,044
	GOODS STOCK.							
44	Number at close of 1909 ... — Covered wagons	4,710	3,141	4,484	10,081	9,084	2,305	361
45	Open ,,	5,522	2,869	557	12,003	4,140	1,492	1,029
46	Timber trucks, including bolster trucks	251	20	75	100	241	167	4
47	All other classes	441	513	172	1,066	*843	366	55
48	Total of all classes	10,924	6,543	5,288	23,250	*14,308	4,330	1,449
49	Number added in 1910 ... — Covered wagons	382	372	18	437	402	...	– 3
50	Open ,,	307	335	—33	544	76	39	1
51	Timber trucks, including bolster trucks	...	...	...	...	...	...	...
52	All other classes	...	22	36	8	22	22	—3
53	Total of all classes	689	729	21	989	500	61	—5
54	Number at close of 1910 ... — Covered wagons	5,092	3,513	4,502	10,518	9,486	2,305	358
55	Open ,,	5,829	3,204	524	12,547	4,216	1,531	1,030
56	Timber trucks, including bolster trucks	251	20	75	100	241	167	4
57	All other classes	441	535	208	1,074	865	388	52
58	Total of all classes	11,613	7,272	5,309	24,239	14,808	4,391	1,444
59	Number of all classes per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*	6·41	6·22	10·38	9·58	5·00	4·22	4·11
60	Average mileage run by each *per annum*	13,189	9,482	9,690	18,631	12,748	10,647	16,664
61	Average mileage run by each *per diem*	36	26	26	51	35	29	46
62	Average tare in tons ... — Covered wagons	8·19	7·68	8·22	7·81	8·05	7·74	7·75
63	Open ,,	8·36	7·66	7·50	7·13	6·91	7·68	6·94
64	Average carrying capacity in tons. — Covered wagons	14·99	16·58	14·60	16·22	16·22	14·84	17·90
65	Open ,,	17·27	17·20	16·17	16·04	15·07	16·10	18·13
66	Average load of a goods vehicle, loaded and empty, per mile	8·34	7·47	4·81	8·22	7·70	6·63	7·62
67	Freight ton-mileage per vehicle, in thousands of tons	82	74	51	141	125	77	97
68	Average under repairs or renewals at any one time	423	379	344	1,262	933	252	55
69	Total value, in thousands of rupees on 31st December 1910	3,56,00	1,84,11	‡	8,20,35	3,48,27	†1,75,83	36,15
70	Total value per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*	19,699	15,747	‡	32,732	12,003	†16,881	10,307
71	Grand total value of rolling-stock, in thousands of rupees on 31st December 1910.	6,67,60	3,73,54	3,10,05	15,60,02	9,59,20	2,75,78	73,04
72	Grand total value of rolling-stock per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*	36,941	31,949	60,624	62,244	33,058	26,476	20,828

* Revised figures.
† Includes the outlay on motor cars.
‡ Included in items 71 and 72.
§ Included in items 69 and 70.
¶ For the purposes of this item (40), unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

DIX 16—*contd.*

rolling-stock during 1910 (except where otherwise stated).

5′ 6″—*concld.*			3′ 3⅜″—*contd.*												
8 (*a*) to (*h*).	9 (*a*) & (*b*).	10 (*a*)	11	12	13	14	15 (*a*)&(*b*).	16	17	3 (*b*) to (*d*).	7 (*e*)	18 (*a*) to (*d*).	6 (*e*) to (*l*)	19	Items.
N. W. (10).	O. & R. (11)	S. I. (12)	A. B. (13)	B. & N. W. (14)	B. D. (15)	B. G. J. P. (16)	B. (17)	D. (18)	D. S. (19)	E. B. S. M. (20)	H. G. V. (21)	J. B. (22)	M. & S. M. M. (23)	M. R. W. (24)	(25)
46,274	...	35,558	28,375	61,750	...	...	...	...	...	...	37,317	...	...	...	33
56,009	...	30,843	33,865	79,314	...	...	...	...	...	...	63,993	...	...	...	34
63,116	...	...	25,882	82,765	...	...	...	...	...	...	...	...	...	...	35
66,670	...	32,426	35,867	71,076	...	...	...	...	...	...	87,563	...	...	...	36
32,298	...	21,751	20,095	19,644	...	...	...	...	...	...	48,802	...	...	...	37
53,360	44,089	30,972	30,569	60,010	...	44,919	55,845	...	...	...	68,821	66,172	36,601	...	38
146	121	85	84	180	...	123	153	...	...	...	189	191	100	...	39
50	47	46	30	43	...	31	34	...	...	...	45	52	29	...	40
414	21	41	36	87	...	58	71	...	...	65	17	16	151	...	41
*2,83,18	**	...	*29,99	**	2,80	*9,92	*77,44	...	§	§	8,17	**	**	3,45	42
*6,157	**	...	*3,736	**	1,831	*2,083	*5,071	...	§	§	2,088	**	**	4,672	43
15,167	5,332	607	2,063	†6,768	263	298	4,493	4	273	3,167	590	802	4,130	29	44
4,307	675	528	441		54	659	1,316	5	934	572	345	302	1,357	42	45
320	141	132	61	279	26	22	414	...	54	206	20	...	222	...	46
538	145	104	177	272	20	87	666	2	24	151	52	86	§§ 258	3	47
20,333	6,293	1,461	2,712	†7,319	363	1,066	6,889	11	1,285	4,099	1,007	1,190	§§ 5,067	74	48
24	200	49	−3	185	...	...	110	...	...	57	...	50	93	...	49
...	...	14	162		...	...	−30	...	...	−54	...	10	...	...	50
−271	...	20	35	5	...	...	...	...	...	−23	...	...	...	...	51
307	1	−1	−110	7	...	...	24	...	6	68	−13	1	4	...	52
60	201	82	84	197	...	...	104	...	6	49	−13	61	97	...	53
15,191	5,532	746	2,060	†6,953	263	298	4,603	4	273	3,224	590	852	4,223	29	54
4,307	675	542	603		54	659	1,286	5	934	518	345	312	1,357	42	55
49	141	152	96	284	26	22	414	...	54	184	20	...	222	...	56
845	146	103	67	279	20	87	690	2	30	222	39	87	262	3	57
20,392	6,494	1,543	2,826	† 7,516	363	1,066	6,993	11	1,291	4,148	994	1,251	6,064	74	58
4·42	4·57	3·46	3·53	†† 3·72	2·37	2·24	4·57	2·30	14·11	3·95	2·54	1·28	2·90	1·00	59
13,905	11,571	9,659	4,537	†† 12,485	...	7,689	12,711	...	...	...	12,609	15,884	13,312	...	60
38	32	26	12	†† 34	...	21	35	...	...	...	35	44	36	...	61
7·80	7·54	7·31	5·07	†† 4·03	...	3·36	4·07	...	...	5·07	4·44	5·25	4·01	...	62
7·66	...	6·83	3·32		...		3·81	...	...	3·71	4·01	5·28	4·32	...	63
18·88	15·34	13·62	10·23	†† 11·11	...	7·68	10·09	..	...	11·13	11·02	11·19	9·97	7·25	64
16·16	...	15·09	6·95		...		8·99	...	...	9·80	11·17	11·41	10·07	13·00	65
7·48	6·22	6·23	6·44	††3·74	...	2·95	3·95	...	...	...	4·53	3·57	4·17	...	66
100	49	60	39	†† 40	...	22	46	...	...	...	51	61	50	...	67
892	114	49	125	172	...	64	518	...	...	218	33	47	291	...	68
5,61,47	*2,30,94	...	59,57	1,90,56	6,56	12,96	1,39,14	...	§	§	17,92	*36,01	¶¶1,34,84	2,36	69
12,208	*17,430	...	7,542	10,005	4,292	2,722	9,112	...	§	§	4,582	*3,582	¶¶6,448	3,188	70
13,20,09	3,42,73	Included with S. I. ry. (3′3½″ gauge section).	1,25,30	2,95,70	12,06	34,33	3,16,17	...	¶ 29,17	‖ 2,04,95	42,98	56,39	¶¶2,02,69	8,45	71
28,703	25,867		15,863	15,618	7,888	7,210	20,704	...	¶ 33,912	‖ 18,888	10,988	5,609	¶¶ 9,693	11,426	72

* Includes the outlay on motor cars.
† Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.
§ Included in items 71 and 72.
‖ Includes outlay on the 2′ 6″ gauge section.
¶ Excludes the outlay by the Ledo and Tikak—Margherita Colliery railway.
** Included in items 69 and 70.
†† The calculations have been arrived at without taking into account 150 broad gauge wagons mentioned in note †.
§§ Revised figures.
¶¶ Excludes the outlay by the West of India Portuguese railway.

APPEN

Number of, outlay on, and work done by, rolling-stock

Items.	GAUGE. →	3′ 3½″—*contd.*				2′ 6″							
	CLASSIFICATION NO. OF RAILWAY. → (DETAILED IN "INDEX" TO APPENDIX 9.)	2 (*k*) to (*n*).	20 (*a*) & (*b*).	10 (*b*) to (*i*).	21	24	25	26	28	30	3 (*b*) & (*c*).	2 (*o*) & (*p*).	1 (*b*), (*c*), (*f*) & (*g*).
	Railways. →	B.M.	R. & K.	S. I. M.	U. C.	B. B. L.	B. L.	B. B.	C.	D. B.	E. B. S. M.	G. D. & R.	G. C., J. G. E., P. R. & R. D.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
	ENGINES.												
1	Engines employed exclusively on passenger working. — Number at close of 1909	169	...	...	1	...	...	...	1	...	...	...	...
2	Number added in 1910	6	4	10	...	...	...	...	...	...	...	...	...
3	Number at close of 1910	175	4	10	1	...	...	...	1	...	...	...	...
4	Engines employed exclusively on goods working. — Number at close of 1909	...	...	25	...	...	...	...	...	...	...	...	...
5	Number added in 1910	...	...	−25	...	...	...	...	...	...	...	...	...
6	Number at close of 1910	...	...	...	...	...	...	...	...	...	...	...	...
7	Engines employed on mixed working or on both passenger working and goods working. — Number at close of 1909	320	51	243	2	5	12	4	3	3	13	13	63
8	Number added in 1910	2	2	40	...	2	...	...	...	...	−4	...	12
9	Number at close of 1910	322	53	283	2	7	12	4	3	3	9	13	75
10	Total number of locomotives on the 31st December 1910	497	57	293	3	7	12	4	4	3	9	13	75
11	Number of all classes per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*	0·23	0·13	0·24	0·04	0·14	0·15	0·14	0·10	0·15	0·26	0·10	0·13
12	Average mileage run by each *per annum.* — Engines employed exclusively on passenger working.	22,014	2,734	33,849	3,300	...	...	...	27,238	...	...	...	...
13	Engines employed exclusively on goods working.	...	...	...	...	...	...	...	...	...	...	...	...
14	Engines employed on mixed working or on both passenger working and goods working.	16,333	24,140	18,504	28,717	17,411	13,848	10,544	388	8,037	12,022	15,592	14,184
15	All classes of engines.	18,334	22,638	21,317	20,254	17,411	13,848	10,544	27,626	8,037	12,022	15,592	14,184
16	Average mileage run by each *per diem.* — Engines employed exclusively on passenger working.	60	†7	93	9	...	...	...	75	...	...	...	...
17	Engines employed exclusively on goods working.	...	...	...	...	...	...	...	...	...	...	...	...
18	Engines employed on mixed working or on both passenger working and goods working.	45	66	51	79	48	38	29	1	22	33	43	39
19	All classes of engines	50	62	58	55	48	38	29	76	22	33	43	39
20	Ton-mileage hauled per engine, in thousands of tons	3,719	3,969	3,721	3,780	...	1,520	...	166	...	...	...	2,261
21	Average under repairs or renewals at any one time	90	6	27	...	...	1	...	2	1	2	2	10
22	Total value, in thousands of rupees on 31st December 1910	97,36	17,00	‡75,16	97	1,67	*	99	49	55	...	1,95	29,11
23	Total value per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*	4,486	3,872	‡4,435	1,450	3,265	*	3,543	1,321	2,811	...	1,479	4,949
	COACHING STOCK.												
24	Number at close of 1909	1,469	191	1,146	23	45	41	20	8	5	56	51	168
25	Number added in 1910	42	...	25	...	−3	...	...	1	...	...	...	28
26	Number at close of 1910	1,511	191	1,171	23	42	41	20	9	5	56	51	196
27	Number per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.* — 1st class	0·08	0·06	0·08	...	...	...	0·05	...	...	...	0·03	...
28	2nd class	0·05	0·03	0·09	...	...	...	0·02	...	...	...	0·06	...
29	Intermediate class	0·03	0·03	...	...	...	...	0·08	...	...	...	...	...
30	3rd class	0·44	0·26	0·65	...	...	...	0·41	...	...	...	0·26	...
31	All other classes	0·09	0·05	0·16	...	...	...	0·15	...	...	...	0·04	...
32	Total of all classes	0·69	0·43	0·97	0·34	0·82	0·52	0·71	0·24	0·15	1·59	0·39	0·33

* Included in items 71 and 72.
† The low average is due to each of the engines having been in service for only 24 days in the year.
‡ Includes the outlay on the 5′ 6″ and 2′ 6″ gauge sections of the South Indian railway.

DIX 16—*contd.*

during 1910 (except where otherwise stated).

2′ 6″										2′ 0″								
8 (*i*)	8 (*j*) & (*k*)	10 (*j*) & (*k*)	19	1 (*d*)	1 (*e*)	20 (*e*)	33	34	35	8 (*l*)	37	5 (*h*)	38	39	41	5 (*i*)	42	Items.
K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P.W.L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	P. B.	
(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	3	...	..	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	1	...	...	...	...	...	...	9	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	1	...	...	...	...	...	...	9	...	...	...	...	...	...	...	6
35	29	6	1	3	3	5	8	6	3	...	16	20	15	4	9	5	...	7
1	...	...	...	...	...	...	...	...	...	...	...	...	—2	...	...	...	2	8
36	29	6	1	3	3	5	8	6	3	...	16	20	13	4	9	5	2	9
36	29	6	5	3	3	5	8	6	3	9	16	20	13	4	9	5	2	10
0·60	0·28	0·14	0·26	0·09	0·12	0·13	0·09	0·18	0·15	1·46	0·31	0·08	0·30	0·20	0·30	0·40	0·11	11
...	...	...	4,760	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	1,746	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
9,696	14,159	14,075	20,998	11,495	7,031	13,360	17,075	18,507	10,190	...	16,107	9,993	12,914	12,720	...	2,599	227	14
9,696	14,159	14,075	7,405	11,435	7,031	13,360	17,075	18,507	10,190	...	16,107	9,993	12,914	12,720	...	2,599	227	15
...	...	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
27	39	39	57	31	19	37	47	51	28	...	44	27	35	35	...	7	†6	18
27	39	39	20	31	19	37	47	51	28	...	44	27	35	35	...	7	†6	19
599	725	1,277	...	1,029	623	...	...	...	...	...	...	...	...	...	...	...	28	20
19	14	1	2	...	...	2	1	1	1	...	2	7	...	...	1	...	...	21
10,32	7,06	...	98	*	*	1,02	2,76	1,04	60	...	2,89	4,03	2,63	65	*	1,40	15	23
17,223	6,923	...	5,038	*	*	2,591	2,986	3,118	2,974	...	5,675	1,612	5,994	3,281	*	11,142	779	23
86	66	21	51	11	5	18	27	22	12	...	108	75	96	24	21	32	...	24
7	...	...	...	...	2	...	...	...	...	...	—2	6	...	...	...	...	3	25
93	66	21	51	11	7	18	27	22	12	...	106	81	96	24	21	32	3	26
0·42	0·10	0·04	0·37	0·06	0·06	0·05	0·03	0·07	0·15	...	...	...	...	...	...	1·31	...	27
0·30	0·04	0·05	0·31	0·04	0·01	0·05	...	0·04	...	...	...	...	...	...	...	0·07	0·01	28
...	0·03	...	...	0·02	0·01	...	0·02	0·08	...	...	...	...	...	...	...	...	...	29
0·62	0·39	0·31	1·68	0·16	0·20	0·34	0·24	0·45	0·45	...	...	...	...	...	...	0·56	0·15	30
0·21	0·09	0·08	0·32	0·06	...	0·03	...	0·02	...	...	...	...	...	...	...	...	...	31
1·55	0·65	0·43	2·68	0·34	0·28	0·47	0·29	0·66	0·60	...	2·08	0·32	2·19	1·22	0·70	2·54	0·16	32

* Included in items 71 and 72.
† The line was opened on the 25th November 1910 only and therefore worked 37 days in the year.

APPEN

Number of, outlay on, and work done by, rolling-stock

Items.	GAUGE. →		3' 3⅜"—*concld.*				2' 6"—*concld.*							
	CLASSIFICATION NO. OF RAILWAY. → (DETAILED IN "INDEX" TO APPENDIX 9.)		2 (*h*) to (*n*).	(20) (*a*) & (*b*).	10 (*b*) to (*i*).	21	24	25	26	28	30	3 (*b*) & (*c*)	2 (*o*) & (*p*).	1 (*b*), (*c*), (*f*) & (*g*).
	Railways. →		R. M.	R. & K.	S. I. M.	U. C.	B. B. L.	B. L.	B. B.	C.	D. B.	E. B. S. M.	G. D. & R.	G. C., J. G. E., P. R. & *R.* D.
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
	COACHING STOCK—*concld.*													
33	Average mileage run by each *per annum*.	1st class	...	...	39,611	...	...	...	...	...	...	...	...	...
34		2nd class	...	...	44,557	...	...	...	...	...	...	...	...	...
35		Intermediate class . .	...	...	...	...	...	...	...	...	...	...	...	...
36		3rd class	...	...	53,610	...	...	...	...	...	...	...	...	...
37		All other classes . . .	...	...	28,270	...	...	...	...	...	...	...	...	...
38		Total of all classes . .	54,283	48,457	47,493	35,021	...	3,543	...	...	...	...	...	46,481
39	Average mileage run by each *per diem*		149	133	130	96	...	10	...	...	...	...	...	127
40	Freight ton-mileage per vehicle, in thousands of tons ¶		43	36	48	36	...	148	...	...	...	...	...	23
41	Average under repairs or renewals at any one time .		186	11	136	2	...	2	...	...	1	2	...	7
42	Total value, in thousands of rupees on 31st December 1910		*	*	†**86,29	**1,20	*	‡	*	19	50	...	1,94	15,62
43	Total value per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*		*	*	†**5,091	**1,784	*	‡	*	508	2,547	...	1,470	2,656
	GOODS STOCK.													
44	Number at close of 1909.	Covered wagons . . .	5,172	1,133	§2,404	33	6	67	14	...	5	103	55	450
45		Open ,, ...	2,669	242	§1,335	10	13	64	34	29	35	39	189	401
46		Timber trucks, including bolster trucks.	78	76	91	...	...	...	...	...	...	138	...	43
47		All other classes . . .	395	59	§183	3	...	5	...	...	2	10	13	27
48		Total of all classes . .	8,614	1,510	4,013	46	19	136	48	29	42	290	257	921
49	Number added in 1910 .	Covered wagons . . .	55	210	—4	...	...	...	...	...	...	...	...	29
50		Open ,, ...	32	...	6	...	16	...	...	...	...	—2	...	81
51		Timber trucks, including bolster trucks.	—3	...	...	...	...	...	...	...	...	—101	...	...
52		All other classes . .	2	...	39	...	3	...	...	...	...	—6	...	...
53		Total of all classes . .	86	210	41	...	19	...	...	...	...	—109	...	110
54	Number at close of 1910.	Covered wagons . . .	5,527	1,343	2,400	33	6	67	14	...	5	103	55	479
55		Open ,, ...	2,701	242	1,341	10	29	64	34	29	35	37	189	482
56		Timber trucks, including bolster trucks.	75	76	91	...	...	...	...	...	...	37	...	43
57		All other classes . . .	397	59	222	3	3	5	...	...	2	4	13	27
58		Total of all classes . .	8,700	1,720	4,054	46	38	136	48	29	42	181	257	1,031
59	Number of all classes per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*		4·01	3·91	3·36	0·68	0·74	1·73	1·71	0·79	2·14	5·14	1·95	1·75
60	Average mileage run by each *per annum* . . .		13,694	9,910	13,176	9,633	...	1,068	...	...	...	...	...	11,462
61	Average mileage run by each *per diem*		37	27	36	26	...	3	...	...	...	...	...	31
62	Average tare in tons.	Covered wagons . . .	4·32	4·07	5·04	4·02	2·75	6·40	2·75	...	7·00	3·08	2·03	7·11
63		Open ,, ...	4·26	3·32	4·12	3·19	2·50	4·60	2·25	2·50	3·00	1·90	2·27	7·09
64	Average carrying capacity in tons.	Covered wagons . . .	9·56	12·70	9·37	8·90	7·00	13·00	6·00	...	16·00	4·37	4·57	16·22
65		Open ,, ...	11·69	9·28	8·31	7·40	7·00	15·20	6·00	9·00	8·00	4·79	8·58	15·12
66	Average load of a goods vehicle, loaded and empty, per mile.		4·13	4·02	3·89	2·23	...	...	...	...	...	...	2·64	2·84
67	Freight ton-mileage per vehicle, in thousands of tons .		56	32	48	21	...	45	...	...	...	...	...	31
68	Average under repairs or renewals at any one time .		508	49	154	...	...	3	...	...	2	12	7	31
69	Total value, in thousands of rupees on 31st December 1910		2,24,73	**43,35	†82,13	75	2,48	‡	2,08	26	58	...	2,23	35·84
70	Total value per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*		10,355	**9,671	†4,846	1,108	4,853	‡	7,436	723	2,958	...	1,713	6,093
71	Grand total value of rolling-stock, in thousands of rupees on 31st December 1910.		3,22,09	60,35	†2,43,58	2,92	4,15	13,50	3,07	94	1,63	Included with E. B. S. ry., 3' 3⅜" gauge section.	6,15	50,57
72	Grand total value of rolling-stock per mile of line open on 31st December 1910, *excluding 2nd, 3rd, etc., tracks.*		14,841	13,743	†14,372	4,342	8,118	17,193	10,979	2,552	8,316		4,662	13,698

* Included in items 69 and 70. | **Includes the outlay on motor cars. | ‡ Included in items 71 and 72. | § Revised figures.

† Includes the outlay on the 5' 6" and 2' 6" gauge sections of the South Indian railway.

¶ For the purposes of this item (40), unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

DIX 16—*concld.*

during 1910 (except where otherwise stated).

2′ 6″—*concld.*										2′ 0″—*concld.*								
8 (*i*)	8 (*j*) & (*k*)	10 (*j*) & (*k*)	19	1 (*d*)	1 (*e*)	20 (*e*)	33	34	35	8 (*l*)	37	5 (*h*)	38	39	41	5 (*i*)	42	Items.
K. S.	K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P.W.L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	P. B.	
(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)
7,370	12,190	40,459	...	8,502	...	...	...	...	...	...	...	...	...	...	...	...	...	33
9,094	24,660	40,459	...	22,552	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	37,729	...	...	22,382	...	...	...	...	...	...	...	...	...	...	...	...	...	35
11,917	30,039	39,291	...	33,361	...	...	...	...	...	...	...	...	...	...	...	...	...	36
5,227	30,998	26,431	...	7,529	...	...	...	...	...	...	...	...	...	...	...	...	...	37
9,213	27,489	37,370	...	22,169	32,916	...	...	...	...	...	...	...	...	...	...	...	1,455	38
25	75	102	...	61	90	...	...	...	...	...	...	...	...	...	..	...	39	39
5	16	15	...	10	22	...	...	...	...	...	...	...	...	...	...	...	1	40
11	3	...	...	...	1	1	...	...	...	...	..	...	...	...	1	...	...	41
6,65	1,87	...	1,40	*	*	†	1,09	70	†	...	†	†	†	†	*	†	5	42
11,105	1,833	...	7,390	*	*	†	1,176	2,099	†	...	†	†	†	†	*	†	278	43
76	74	24	20	8	2	58	80	20	30	...	84	161	14	4	42	1	...	44
54	338	24	47	12	14	3	100	27	20	...	138	65	46	4	24	22	...	45
4	...	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	...	46
38	33	...	3	...	3	8	9	3	3	336	16	5	11	1	14	3	...	47
172	445	48	70	20	19	71	189	59	55	336	244	232	71	9	80	26	...	48
2	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	1	...	49
18	...	...	...	...	...	...	...	9	...	...	11	...	...	...	1	...	4	50
—4	...	...	...	...	...	...	...	...	...	...	—1	...	...	...	...	...	...	51
6	...	...	...	...	...	...	...	...	...	...	—7	...	...	...	—1	1	...	52
22	...	...	...	...	...	...	...	9	...	...	6	...	...	...	...	2	4	53
78	74	24	20	8	2	58	80	20	30	...	87	161	14	4	42	2	...	54
72	338	24	47	12	14	3	100	36	20	...	149	65	46	4	25	22	4	55
...	...	...	...	...	...	2	...	...	2	...	5	1	...	...	...	...	...	56
44	33	...	3	...	3	8	9	3	3	336	9	5	11	1	13	4	...	57
194	445	48	70	20	19	71	189	59	55	336	250	232	71	9	80	28	4	58
3·24	4·36	1·09	3·71	0·62	0·77	1·84	2·04	1·77	2·74	54·37	4·90	0·93	1·62	0·46	2·67	2·22	0·21	59
6,575	4,159	6,279	...	14,568	3,795	...	...	...	...	...	...	...	...	...	...	...	1,455	60
18	11	17	...	40	10	...	...	...	...	...	...	...	...	...	...	...	39	61
4·62	4·46	6·46	...	5·84	6·93	3·16	3·70	...	2·00	...	1·60	2·95	2·50	2·00	...	1·40	...	62
3·61	1·32	5·98	...	4·96	4·06	...	3·20	...	2·00	...	1·30	2·13	2·25	2·00	...	...	1·80	63
9·84	8·54	9·50	...	13·10	9·04	4·81	8·00	...	4·00	...	4·30	7·81	5·00	5·00	...	3·00	...	64
9·33	3·55	10·00	...	11·33	7·38	...	8·00	...	4·00	...	4·40	4·97	5·00	5·00	...	...	5·00	65
2·61	1·43	2·53	...	1·90	1·85	...	...	...	...	...	...	...	...	...	...	...	...	66
14	5	13	...	27	7	...	...	...	...	...	...	...	...	...	...	...	...	67
12	15	1	...	...	...	3	1	...	...	...	...	...	...	...	2	...	...	68
4,47	4,83	...	1,22	*	*	1,73	4,25	84	1,00	...	4,04	5,06	4,45	1,21	*	‡1,38	4	69
7,456	4,735	...	6,395	*	*	4,367	4,594	2,537	5,007	...	7,923	2,025	10,150	6,135	*	‡10,911	189	70
21,44	13,76	Included with S. I. ry. (3′ 3⅜″ gauge section).	3,58	1,70	1,60	2,75	8,10	2,58	1,60	...	6,93	9,09	7,08	1,86	2,35	2,78	24	71
35,784	13,490	...	18,823	5,253	6,481	6,958	8,756	7,754	7,981	...	13,598	3,637	16,144	9,416	7,834	22,053	1,246	72

* Included in items 71 and 72. † Included in items 69 and 70. ‡ Includes the outlay on motor cars.

ZZZ

APPENDIX 17.

Rolling-stock fitted with automatic brakes at the close of the calendar year 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Gauge.	Railway system.	Locomotives.									Coaching vehicles, *including brake-vans used exclusively on passenger service.*				Goods vehicles, *including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.*			
				Engines employed *exclusively* on passenger working.			Engines employed *exclusively* on goods working.			Engines employed *exclusively* on mixed working or on both passenger working and goods working.									
Main head.	Sub-head.			Fitted	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
1	(a)	5′ 6″	Bengal-Nagpur	81	...	100·00	...	...	...	200	109	64·72	880	1	...	100·00	5,064	1,126	5,400	53·41
2	(a) to (g)		Bombay, Baroda and Central India.	120	...	100·00	...	...	...	124	23	84·35	674	3	...	100·00	1,856	52	5,336	26·34
3	(a)		Eastern Bengal State	75	...	100·00	41	...	100·00	80	39	67·23	660	62	8	98·90	210	10	5,081	4·15
4	...		East Indian	193	2	98·97	389	27	93·51	225	229	50·65	1,912	37	234	89·28	8,585	124	15,499	35·99
5	(a) to (g)		Great Indian Peninsula	286	...	100·00	289	222	56·56	159	11	93·53	1,923	...	55	97·22	2,516	192	12,040	18·36
6	(a) & (b)		Madras and Southern Mahratta.	73	...	100·00	...	...	...	110	51	68·32	*702	3	...	100·00	1,744	1,214	1,418	67·60
7	(a) & (b)		Nizam's Guaranteed State	...	...	...	...	24	...	19	19	50·00	171	7	...	100·00	73	...	1,369	5·06
8	(a) to (h)		North Western State	225	...	100·00	679	...	100·00	141	9	94·00	2,693	75	...	100·00	10,915	128	9,291	54·31
9	(a) & (b)		Oudh and Rohilkhand State	99	...	100·00	...	...	...	119	2	98·35	807	50	23	97·39	1,873	337	4,·62	34·15
10	(a)		South Indian	25	...	100·00	...	...	...	69	22	75·82	306	...	...	100·00	539	101	851	44·79
11	...	5′ 6″	Assam-Bengal	...	...	...	...	...	...	98	4	96·08	200	8	...	100·00	1,478	208	1,115	55·98
12	...		Bengal and North-Western	54	...	100·00	...	...	...	93	181	33·94	505	211	292	72·66	**255	15	7,224	3·60
13	...		Bengal Duoars	...	...	...	...	...	...	...	10	..	...	7	41	14·58	...	...	360	...
14	...		Bhavnagar-Gondal-Junagad-Porbandar.	...	...	...	...	...	...	19	26	42·22	74	23	113	38·80	...	...	1,064	...
15	(a) & (b)		Burma	†8	...	100·00	...	...	...	191	102	65·19	‡617	36	309	67·88	2,800	28	4,128	40·66
16	...		Deoghur	...	...	...	...	...	...	...	2	...	...	...	10	...	...	...	11	...
17	...		Dibru-Sadiya	...	...	...	...	...	...	...	26	...	8	3	61	15·28	170	196	·923	28·39
3	(b) to (d)	3′ 3½″	Eastern Bengal State	...	...	...	...	...	...	178	22	89·00	591	66	128	83·69	41	8	4,084	1·19
7	(e)		Hyderabad-Godavari Valley	3	...	100·00	...	10	...	18	24	42·86	113	30	3	97·95	...	5	987	0·50
18	(a) to (d)		Jodhpur-Bikaner	...	...	...	...	...	...	...	64	...	...	9	219	3·95	...	...	1,251	...
6	(e) to (l)		Madras and Southern Mahratta.	40	...	100·00	5	...	100·00	§52	183	22·13	‖324	¶54	779	32·67	...	...	6,043	...
19	...		Morvi	...	3	...	...	2	...	...	3	...	13	3	29	35·56	...	...	74	...
2	(h) to (n)		Rajputana-Malwa	171	4	97·71	...	...	...	134	188	41·61	731	681	89	93·45	1,033	3,492	3,248	62·55
20	(a) & (b)		Rohilkund and Kumaon	4	...	100·00	...	...	...	26	27	49·06	47	50	94	50·79	15	...	1,693	0·88
10	(b) to (i)		South Indian	10	...	100·00	...	...	...	220	54	80·92	476	4	691	40·99	58	108	3,882	4·05
21	(a)		Udaipur-Chitorgarh	...	1	...	...	...	...	...	2	...	...	11	12	47·83	...	...	46	...
			Carried over	1,467	10	...	1,403	295	...	2,294	1,432	...	14,587	1,434	3,240	...	40,175	7,312	96,690	...

* Excludes two rail motor cars fitted with automatic vacuum brake.
† Excludes four motor engines fitted with automatic vacuum brake.
‡ Excludes three rail motor cars fitted with automatic vacuum brake.
§ Includes 7 engines fitted with the Westinghouse brake.
‖ Includes 42 vehicles fitted with the Westinghouse brake.
¶ Includes 3 vehicles piped for the Westinghouse brake.
** Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPENDIX 17—*concld.*

Rolling-stock fitted with automatic brakes at the close of the calendar year 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Gauge.	Railway system.	Locomotives.									Coaching vehicles, *including brake-vans used exclusively on passenger service.*				Goods vehicles, *including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.*			
				Engines employed *exclusively* on passenger working.			Engines employed *exclusively* on goods working.			Engines employed *exclusively* on mixed working or on both passenger working and goods working.									
Main head.	Sub-head.			Fitted	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
			Brought forward... ...	1,467	10	...	1,403	285	...	2,294	1,432	...	14,587	1,434	3,240	...	40,175	7,342	96,690	...
24	...	2'6"	Baraset-Basirhat Light .	...	...	...	...	...	...	...	7	...	...	...	42	...	...	...	38	...
25	...		Barsi Light . . .	...	...	...	...	...	...	8	4	66·67	35	5	1	97·56	14	63	58	57·04
26	...		Bukhtiarpore-Behar Light .	...	...	...	...	...	...	...	4	...	...	...	20	...	...	...	48	...
28	...		Cutch	...	1	...	...	...	...	...	3	...	...	...	9	...	...	...	29	...
30	...		Dholpur-Bari . . .	...	...	...	...	...	...	...	3	...	...	...	5	...	...	...	42	...
3	(*b*) & (*c*)		Eastern Bengal State railway including Cooch Behar.	...	...	...	...	...	...	...	9	...	...	...	56	...	...	...	181	...
2	(*o*) & (*p*)		Gaekwar's Dabhoi and Rajpipla.	...	...	...	...	...	...	...	13	...	...	...	51	...	...	...	257	...
1	(*b*) to (*g*)		Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	...	...	...	...	...	...	70	11	86·42	177	...	37	82·70	932	...	136	87·27
8	(*i*)		Kalka-Simla . . .	...	...	...	...	...	...	36	...	100·00	93	...	...	100·00	192	1	...	100·00
8	(*j*) & (*k*)		Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	...	29	...	...	...	66	...	...	...	445	...
10	(*j*) & (*k*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	...	...	...	6	...	...	...	21	...	...	...	48	...
19	...		Morvi	...	3	...	...	1	...	...	1	...	...	...	51	...	...	...	70	...
20	(*o*)		Powayan Light . . .	...	...	...	...	...	...	...	5	...	...	...	18	...	...	...	71	...
33	...		Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	8	...	...	...	27	...	...	...	189	...
34	...		Tarakeshwar-Magra Light .	...	...	...	...	...	...	...	6	...	...	...	22	...	...	...	59	...
35	...		Tezpore-Balipara Light .	...	...	...	...	...	...	...	3	...	...	...	12	...	...	...	55	...
8	(*l*)	2'0"	Dandot Light . . .	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	336	...
37	...		Darjeeling-Himalayan . .	...	...	...	...	...	...	...	16	...	...	...	106	...	...	...	250	...
5	(*h*)		Gwalior Light . . .	...	...	...	...	...	...	...	20	...	...	...	81	...	...	...	232	...
38	...		Howrah-Amta Light . .	...	...	...	...	...	...	...	13	...	...	...	96	...	...	...	71	...
39	...		Howrah-Sheakhala Light .	...	...	...	...	...	...	...	4	...	...	...	24	...	...	...	9	...
41	...		Jorhat Provincial State .	...	...	...	...	...	...	...	9	...	...	...	21	...	...	...	80	...
5	(*i*)		Matheran	...	...	...	...	...	...	...	5	...	...	...	32	...	...	...	27	...
42	...		Pipar Road-Bhavi Light .	...	...	...	...	...	...	...	2	...	...	...	3	...	...	...	4	...
			Total .	1,467	14	99·05	1,403	295	82·63	2,408	1,613	59·89	14,892	1,439	4,041	80·16	41,313	7,406	99,425	32·9

APPENDIX 18.

Rolling-stock lighted by either gas or electricity at the close of the calendar year 1910.

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Gauge.	Railway system.	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent of fitted to total.	Systems of electric lighting in use.
Main head.	Sub-head.			Gas. [Pintsch's system.]	Electricity.	Total.			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	(*a*)	5′ 6″	Bengal-Nagpur	1,012	43	1,055	...	100·00	Stone's system.
2	(*a*) to (*g*)	5′ 6″	Bombay, Baroda and Central India.	751	62	813	3	99·63	Stone's, Vickers-Hall, Aichele and Vicarino-Crawford systems.
3	(*a*)	5′ 6″	Eastern Bengal State	684	8	692	84	89·18	Vickers-Hall system.
4	...	5′ 6″	East Indian	1,641	64	1,705	201	89·45	Stone's system.
5	(*a*) to (*g*)	5′ 6″	Great Indian Peninsula	1,490	187	1,677	113	93·69	Stone's, Vickers-Hall, Aichele, Vicarino-Crawford and Mather and Platt's systems.
6	(*a*) & (*b*)	5′ 6″	Madras and Southern Mahratta	869	*11	880	64	93·22	Stone's and Vickers-Hall systems.
7	(*a*) & (*b*)	5′ 6″	Nizam's Guaranteed State	147	...	147	60	70·01	
8	(*a*) to (*h*)	5′ 6″	North Western State	2,410	66	2,476	...	100·00	Stone's system.
9	(*a*) & (*b*)	5′ 6″	Oudh and Rohilkhand State	763	39	802	161	83·28	Stone's and Vickers-Hall systems.
10	(*a*)	5′ 6″	South Indian	331	8	339	26	92·88	Stone's system.
11	...	5′ 6″	Assam-Bengal	291	1	292	...	100·00	Vickers-Hall system.
12	...	5′ 6″	Bengal and North-Western	...	856	856	444	65·85	Stone's system.
13	...	5′ 6″	Bengal Dooars	...	1	1	47	2·08	Vickers-Hall system.
14	...	5′ 6″	Bhavnagar-Gondal-Junagad-Porbandar.	...	43	43	207	17·20	Vicarino-Crawford system.
15	...	5′ 6″	Burma	...	65	65	1,002	6·09	Stone's, Vickers-Hall and Vicarino-Crawford systems.
16	...	5′ 6″	Deoghur	...	...	...	10	...	
17	...	5′ 6″	Dibru-Sadiya	...	...	...	72	...	
3	(*b*) to (*d*)	3′ 3⅜″	Eastern Bengal State	693	12	705	142	83·23	Vickers-Hall system.
7	(*c*)	3′ 3⅜″	Hyderabad-Godavari Valley	114	...	114	60	65·52	
18	...	3′ 3⅜″	Jodhpur-Bikaner	...	241	241	21	91·98	Stone's system.
6	(*c*) to (*l*)	5′ 6″	Madras and Southern Mahratta	1,048	*3	1,051	130	88·99	Stone's system.
19	...	5′ 6″	Morvi	...	...	...	45	...	
2	(*h*) to (*n*)	5′ 6″	Rajputana-Malwa	...	1,279	1,279	238	84·31	Independent Storage Battery system.
20	(*a*) & (*b*)	5′ 6″	Rohilkund and Kumaon	...	139	139	78	64·06	Stone's system.
10	(*b*) to (*i*)	5′ 6″	South Indian	...	337	337	826	28·98	Stone's system.
21	...	5′ 6″	Udaipur-Chitorgarh	...	...	...	23	...	
24	...	2′ 6″	Baraset-Basirhat Light	...	...	...	42	...	
25	...	2′ 6″	Barsi Light	5	36	41	...	100·00	Stone's system.
26	...	2′ 6″	Bukhtiarpore-Behar Light	...	...	...	20	...	
3	(*b*) & (*c*)	2′ 6″	Eastern Bengal State railway including the Cooch Behar.	...	...	...	57	...	
28	...	2′ 6″	Cutch	...	...	...	9	...	
30	...	2′ 6″	Dholpur-Bari	...	5	5	...	100·00	Mather and Platt's system.
2	(*o*) & (*p*)	2′ 6″	Gaekwar's Dabhoi and Rajpipla	...	...	...	49	...	
1	(*b*) to (*g*)	2′ 6″	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	185	...	185	40	82·22	
8	(*i*)	2′ 6″	Kalka-Simla	...	104	104	...	100·00	Stone's system.
8	(*j*) & (*k*)	2′ 6″	Kohat-Thal and Nowshera-Durgai.	...	...	...	80	...	
10	(*j*) & (*k*)	2′ 6″	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	21	...	21	...	100·00	
19	...	2′ 6″	Morvi	...	...	...	51	...	
20	(*c*)	2′ 6″	Powayan Light	...	...	...	18	...	
33	...	2′ 6″	Shahdara (Delhi)-Saharanpur Light.	...	...	...	27	...	
34	...	2′ 6″	Tarakeshwar-Magra Light	...	...	...	22	...	
35	...	2′ 6″	Tezpore-Balipara Light	...	...	...	12	...	
37	...	2′ 0″	Darjeeling-Himalayan	...	26	26	73	26·26	Oil motor-driven direct-coupled-60-volt generating set in separate van.
5	(*h*) & (*i*)	2′ 0″	Gwalior and Matheran Light	...	...	...	113	...	
38	...	2′ 0″	Howrah-Amta Light.	...	...	...	96	...	
39	...	2′ 0″	Howrah-Sheakhala Light.	...	...	...	24	...	
41	...	2′ 0″	Jorhat Provincial State.	...	...	...	21	...	
42	...	2′ 0″	Pipar Road-Bhavi Light	...	...	...	...	...	
			Total	12,455	3,636	16,091	4,811	76·98	

* Also fitted for gas.

APPENDIX 19.

Statement showing the number of trains provided with means of communication throughout between passengers and guards and drivers on the 31st December 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.) Main head.	Sub-head.	Gauge.	Railway system.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1	(a)	5′ 6″	Bengal-Nagpur	Total number of trains run...	4	41	35	80	
				Total number of trains fitted with communication	4	41	...	45	English chain system.*
3	(a)		Eastern Bengal State.	Total number of trains run...	10	115	37	162	
				Total number of trains fitted with communication	10	115	37	162	English chain system.*
4	(a) to (d)		East Indian ...	Total number of trains run...	8	108	139	255	
				Total number of trains fitted with communication	8	36	...	44	English chain system* and Bamber's system.†
5	(a) to (g)		Great Indian Peninsula.	Total number of trains run...	16	132	84	232	
				Total number of trains fitted with communication	16	132	...	148	English chain system.*
6	(a) & (b)		Madras and Southern Mahratta.	Total number of trains run...	8	107	35	150	
				Total number of trains fitted with communication	8	103	...	111	English chain system.*
7	(a) & (b)		Nizam's Guaranteed State.	Total number of trains run	2	4	...	6	
				Total number of trains fitted with communication	2	4	...	6	English chain system.*
8	(a) to (h)		North Western State.	Total number of trains run	8	97	94	199	
				Total number of trains fitted with communication	8	97	...	105	English chain system* and King's system.‡
9	(a) & (b)		Oudh and Rohilkhand State.	Total number of trains run	2	11	74	87	
				Total number of trains fitted with communication	2	11	60	73	English chain system.*
10	(a)		South Indian ...	Total number of trains run	4	37	27	68	
				Total number of trains fitted with communication	4	15	...	19	English chain system.*
11	(a)		Assam-Bengal	Total number of trains run...	...	...	26	26	
				Total number of trains fitted with communication	...	...	11	11	English chain system.*
12	(a) & (b)		Bengal and North-Western.	Total number of trains run...	...	19	169	188	
				Total number of trains fitted with communication	...	16	...	16	English chain system.*
14	(a) to (d)		Bhavnagar-Gondal-Junagad-Porbandar.	Total number of trains run...	...	20	16	36	
				Total number of trains fitted with communication	...	12	...	12	English chain system.*
15	(a) & (b)		Burma ...	Total number of trains run	6	80	87	173	
				Total number of trains fitted with communication	6	2	77	85	English chain system* (71 mixed trains are fitted with "Simple cord."§)
3	(b) to (d)		Eastern Bengal State.	Total number of trains run	8	34	30	72	
				Total number of trains fitted with communication	7	21	28	56	English chain system.*
18	(a) to (d)	3′ 3¾″	Jodhpur-Bikaner.	Total number of trains run	...	2	22	24	
				Total number of trains fitted with communication	...	2	...	2	Electric bell.‖
6	(c) to (l)		Madras and Southern Mahratta.	Total number of trains run...	6	8	70	84	
				Total number of trains fitted with communication	2	2	...	4	English chain system.*
7	(c)		Hyderabad-Godavari Valley.	Total number of trains run	...	4	...	4	
				Total number of trains fitted with communication	...	4	...	4	English chain system.*
2	(h) to (n)		Rajputana-Malwa.	Total number of trains run...	8	35	89	132	
				Total number of trains fitted with communication	8	35	...	43	English chain system.*
20	(a) & (b)		Rohilkund and Kumaon.	Total number of trains run...	...	4	20	24	
				Total number of trains fitted with communication	...	4	...	4	English chain system.*
10	(b) to (i)		South Indian ...	Total number of trains run	10	63	139	212	
				Total number of trains fitted with communication	6	38	6	50	English chain system.*
1	(b) to (g)	2′ 6″	Bengal-Nagpur	Total number of trains run	...	4	24	28	
				Total number of trains fitted with communication	...	4	16	20	English chain system.*

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.
‡ *King's system.*—Without indicating disc, in connection with automatic vacuum brake.
§ *Simple cord.*—No connection with automatic vacuum brake.
‖ *Electric bell.*—Simple electric communication, no connection with automatic vacuum brake.

APPENDIX 20.

Statement showing the number of carriages provided with means of communication between passengers and guards and drivers on the 31st December 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.) Main head.	Sub-head.	Gauge.	Railway system.	Particulars.	1st.	2nd.	Inter.	3rd.	All other carriages *including composites*, which require to be provided with means of communication.	Total.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	(*a*)	5′ 6″	Bengal-Nagpur	Total number of carriages ...	57	28	29	449	277	840	
				Total number of carriages fitted with communication.	54	28	29	442	211	764	English chain system.*
2	(*a*) to (*g*)		Bombay, Baroda and Central India.	Total number of carriages ...	38	37	20	370	173	638	
				Total number of carriages fitted with communication.	38	37	19	343	107	544	English chain system.*
3	(*a*)		Eastern Bengal State.	Total number of carriages ...	38	15	47	256	339	695	
				Total number of carriages fitted with communication.	38	15	47	256	249	605	English chain system.*
4	...		East Indian ...	Total number of carriages ...	158	93	84	986	765	2,086	
				Total number of carriages fitted with communication.	148	81	81	333	470	1,113	English chain system.* [150 carriages fitted with Bamber's system †].
5	(*a*) to (*g*)		Great Indian Peninsula.	Total number of carriages ...	120	131	...	922	617	1,790	
				Total number of carriages fitted with communication.	120	131	...	867	617	1,735	English chain system.*
6	(*a*) & (*b*)		Madras and Southern Mahratta.	Total number of carriages ...	46	40	4	406	208	704	
				Total number of carriages fitted with communication.	46	40	4	406	170	666	English chain system.*
7	(*a*) & (*b*)		Nizam's Guaranteed State.	Total number of carriages ...	34	10	...	72	51	167	
				Total number of carriages fitted with communication.	21	10	...	72	41	144	English chain system.*
8	(*a*) to (*h*)		North Western State.	Total number of carriages ...	168	91	144	1,125	1,076	2,604	
				Total number of carriages fitted with communication.	168	91	140	1,045	503	1,947	English chain system* and King's system.‡
9	(*a*) & (*b*)		Oudh and Rohilkhand State.	Total number of carriages ...	73	33	36	331	360	833	
				Total number of carriages fitted with communication.	71	33	36	317	191	648	English chain system.*
10	(*a*)		South Indian ...	Total number of carriages ...	14	26	...	179	71	290	
				Total number of carriages fitted with communication.	14	26	...	173	71	284	English chain system.*
11	...		Assam-Bengal ...	Total number of carriages ...	29	...	...	93	172	294	
				Total number of carriages fitted with communication.	18	...	...	93	74	185	English chain system.*
12	...		Bengal and North-Western.	Total number of carriages ...	67	38	32	740	185	1,062	
				Total number of carriages fitted with communication.	61	28	32	521	126	768	English chain system.*
13	...		Bengal Dooars ...	Total number of carriages ...	10	1	...	21	16	48	
				Total number of carriages fitted with communication.	1	...	...	...	6	7	Simple cord.‖
14	...		Bhavnagar-Gondal-Junagad-Porbandar.	Total number of carriages ...	21	8	16	117	82	244	
				Total number of carriages fitted with communication.	10	4	3	36	37	90	English chain system.*
15	(*a*) & (*b*)		Burma ...	Total number of carriages ...	49	38	...	514	361	962	
				Total number of carriages fitted with communication.	33	38	...	229	227	527	English chain system.* [130 carriages fitted with Simple cord.§]
3	(*b*) to (*d*)	3′ 3¾″	Eastern Bengal State.	Total number of carriages ...	50	28	49	339	270	736	
				Total number of carriages fitted with communication.	43	26	41	260	128	498	English chain system.*
18	(*a*) to (*d*)		Jodhpur-Bikaner	Total number of carriages ...	25	6	17	109	71	228	
				Total number of carriages fitted with communication.	22	6	3	11	42	84	Electric bell§.
7	(*c*)		Hyderabad Godavari Valley.	Total number of carriages ...	19	10	...	67	50	146	
				Total number of carriages fitted with communication.	16	10	...	57	38	121	English chain system.*
6	(*c*) to (*l*)		Madras and Southern Mahratta.	Total number of carriages ...	64	37	...	576	444	1,121	
				Total number of carriages fitted with communication.	20	8	...	142	147	317	English chain system.*
2	(*h*) to (*n*)		Rajputana-Malwa	Total number of carriages ...	117	47	31	884	373	1,452	
				Total number of carriages fitted with communication.	113	42	26	667	263	1,111	English chain system.*
20	(*a*) & (*b*)		Rohilkund and Kumaon.	Total number of carriages ...	18	6	3	103	61	191	
				Total number of carriages fitted with communication.	18	6	...	38	40	102	English chain system.*
10	(*b*) to (*i*)		South Indian ...	Total number of carriages ...	40	36	...	726	361	1,163	
				Total number of carriages fitted with communication.	25	8	...	276	139	448	English chain system.*
1	(*b*) to (*g*)	2′ 6″	Bengal-Nagpur	Total number of carriages ...	9	3	...	115	87	214	
				Total number of carriages fitted with communication.	4	3	...	91	71	169	English chain system.*

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.
‡ *King's system.*—Without indicating disc, in connection with automatic vacuum brake.
§ *Simple cord.*—No connection with automatic vacuum brake.
‖ *Electric bell.*—Simple electric communication, no connection with automatic vacuum brake.

APPENDIX 21.

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Gauge.	Railway system.	Total number of stations on railway.	Stations at which points and signals were interlocked.		Stations at which block instruments were used for train signalling.	
Main head.	Sub-head.				No.	Name of system of interlocking.	No.	Name of block instrument.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	(a)		Bengal-Nagpur	281	116	99 List and Morse's 15 Direct interlocking 2 Experimental	101	91 Neale's. 8 Theobald's Train Key. 2 Webb and Thompson's.
2	(a) to (g)		Bombay, Baroda and Central India	186	103	39 Mackenzie and Holland's. 53 Dutton's 3 Country made 6 Saxby and Farmer's 2 Experimental	140	51 Preece's single wire semaphore. Does not give out a token or tablet. 13 Sykes' combined lock & block. 54 Tyer's Tablet, single line. 2 „ „ double „ 15 „ Tablet.
3	(a)		Eastern Bengal State	138	48	38 Ordinary double line interlocking 5 List and Morse's 2 Mackenzie and Holland's double line. 3 Experimental	77	44 Pryce and Ferreira's. 33 Neale's.
4	...		East Indian	435	310	100 English system 210 Dutton's	383	61 Pryce and Ferreira's. 133 Neale's. 23 Tyer's Tablet. 110 East Indian railway block instrument. 56 East Indian railway tablet.
5	(a) to (c)		Great Indian Peninsula	330	146	128 English system 18 List and Morse's	317	179 Preece's. Does not give out a token or tablet. At some of these stations two kinds of instruments are used. 128 Neale's. 14 Tyer's Tablet.
5	(d) to (g)	5′ 6″	Indian Midland	160	67	66 English system 1 Experimental	82	40 Preece's. Does not give out a token or tablet. 49 Neale's. At some of these stations two kinds of instruments are used.
6	(a) & (b)		Madras and Southern Mahratta	198	79	37 List and Morse's 7 English system, single line 8 „ „ double „ 23 Madras railway system partial interlocking. 4 Experimental	164	18 Winter's Block without starting semaphores. Does not give out a token or tablet. 150 Theobald's Train Key. Four stations have two kinds of instruments.
7	(a) & (b)		Nizam's Guaranteed State	45	4	1 Dutton's 1 List and Morse's 2 Experimental	2	2 Webb and Thompson's.
8	(a) to (h)		North Western State	738	381	285 List and Morse's 96 Tappet	23	23 Tyer's double line block instruments.
9	...		Oudh and Rohilkhand State	225	155	126 List and Morse's 19 Tappet locking 4 Saxby and Farmer's 1 Wrench's 5 Experimental	6	6 Neale's.
10	(a)		South Indian	81	3	3 Winter's	67	64 Theobald's Train Key. 2 Winter's Double Dial. Does not give out a token or tablet. 1 Experimental.
11	...	3′ 3¾″	Assam-Bengal	134	...	...	5	5 Neale's.
12	...		Bengal and North-Western	340	9	1 Dutton's 8 List and Morse's	11	10 Tyer's Tablet. 1 Neale's.
13	...		Bengal Dooars	30	...	...	...	...
14	...		Bhavnagar-Gondal-Junagad-Porbandar	69	1	1 Experimental	2	2 Theobald's Train Key.
			Carried over	3,390	1,422	...	1,380	...

APPENDIX 21—*concld.*

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1910.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Gauge.	Railway System.	Total number of stations on railway.	Stations at which points and signals were interlocked.		Stations at which block instruments were used for train signalling.	
Main head.	Sub-head.				No.	Name of system of interlocking.	No.	Name of block instrument.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
			Brought forward .	3,390	1,422	...	1,380	...
15	(*a*) & (*b*)		Burma	298	77	12 List and Morse's . 37 Simplex . . 15 Tappet and Key . 13 English system .	107	10 Sykes'. 2 Tyer's Tablet. 87 Neale's. 8 Theobald's Train Key.
16	...		Deoghur	1	...	...	...	...
17	...		Dibru-Sadiya	41	...	...	...	...
3	(*b*) to (*d*)		Eastern Bengal State	187	21	19 List and Morse's . 2 Tappet . . .	41	20 Tyer's Tablet. 21 Neale's.
7	(*c*)		Hyderabad-Godavari Valley . . .	52	43	43 List and Morse's .	...	...
18	(*a*) to (*d*)		Jodhpur-Bikaner	105	...	...	...	...
6	(*c*) to (*l*)	3′ 3⅜″	Madras and Southern Mahratta . .	306	...	...	123	40 Winter's. Does not give out a token or tablet. 94 Roberts' Key Staff. 1 Theobald's Train Key. Some stations have more than one kind of instruments.
19	...		Morvi	11	...	...	...	...
2	(*h*) to (*n*)		Rajputana-Malwa	305	109	91 Sydney Jones' . . 12 Tappet . . . 3 Mackenzie and Holland's. 2 Dutton's . . . 1 Experimental . .	112	108 Tyer's Tablet. 2 Preece's. 2 Tyer's Three position.
20	(*a*) & (*b*)		Rohilkund and Kumaon . . .	71	...	...	...	...
10	(*b*) to (*i*)		South Indian	281	121	25 List and Morse's . 6 Dutton's . . 85 Winter's . . 3 Saxby and Farmer's 2 Experimental .	52	32 Winter's Ticket issuing Block. 17 Theobald's Train Key. 3 Experimental.
21	....		Udaipur-Chitorgarh	11	...	...	...	...
24	...		Baraset-Basirhat Light	22	...	...	...	...
25	...		Barsi Light	14	...	...	...	...
26	...		Bukhtiarpore-Behar Light . .	11	...	...	...	...
28	...		Cutch	5	...	...	...	...
2	(*o*) & (*p*)		Gaekwar's Dabhoi and Rajpipla . .	37	2	2 Country made .	...	...
1	(*b*) to (*g*)		Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	82	...	...	...	...
8	(*i*)		Kalka-Simla	20	...	...	...	...
8	(*j*) & (*k*)	2′ 6″	Kohat-Thal and Nowshera-Durgai	17	...	...	...	...
10	(*j*) & (*k*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	8	...	...	...	...
19	...		Morvi	3	...	...	...	...
20	(*c*)		Powayan Light	8	...	...	...	...
30	...		Dholpur-Bari	7	3	3 List and Morse's .	...	...
33	...		Shahdara (Delhi)-Saharanpur Light .	17	...	...	...	...
34	...		Tarakeshwar-Magra Light . . .	16	...	...	...	...
35	...		Tezpore-Balipara Light . . .	7	...	...	...	...
37	...		Darjeeling-Himalayan	10	...	...	...	...
5	(*h*)		Gwalior Light	30	...	...	...	...
38	...		Howrah-Amta Light	24	...	...	...	...
39	...	2′ 0″	Howrah-Sheakhala Light . . .	12	...	...	...	...
41	...		Jorhat Provincial State . . .	6	...	...	...	...
5	(*i*)		Matheran Light	2	...	...	...	...
42	...		Pipar Road-Bhavi Light . . .	2	...	...	...	...
			Total .	5,419	1,798	...	1,815	...

APPENDIX 22.

Train accidents and casualties on railways treated as one system during the calendar years 1909 and 1910.

DESCRIPTION.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, *i.e.*, serious accidents.		Other accidents.		Total number of accidents.		NUMBER OF PASSENGERS AND OTHERS. (Figures in italics were not passengers.)				NUMBER OF RAILWAY SERVANTS.				TOTAL OF ALL CLASSES.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1. Collisions between passenger trains or parts of passenger trains	7	3	4	1	11	4	...	...	23	1	...	...	5	1	...	...	28	2
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	17	19	36	25	53	44	4	...	44	34 *2*	5	4	11	14	9	4	55	50
3. Collisions between goods trains or parts of goods trains	24	13	85	55	109	68	...	*1*	*1*	3 *4*	7	5	35	25	7	6	36	32
4. Collisions between light engines	1	3	33	34	34	37	...	...	...	...	...	1	2	1	...	1	2	1
5 Passenger trains or parts of passenger trains leaving the rails	111	99	112	97	223	196	22	...	33	29	4	2	6	6	26	2	39	35
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	19	23	592	595	611	618	...	...	1	*1*	1	11	11	10	1	11	12	11
7. Trains or engines travelling in the wrong direction through points	9	11	115	97	124	108	2	...	6	23	1	...	6	4	3	...	12	27
8. Trains running into stations or sidings at too high a speed.	7	6	29	34	36	40	...	1	14	20	...	3	...	6	...	4	14	26
9. Trains running over cattle on the line	9	8	5,029	6,075	5,038	6,083	*1*	...	2 *1*	...	1	...	...	1	2	...	3	1
10. Trains running over obstructions on the line	27	17	220	228	247	245	1 *12*	9	1 *21*	*12*	...	1	11	4	13	10	33	16
11. Trains running through gates at level crossings	1	...	30	17	31	17	...	...	...	...	...	...	1	...	...	...	1	...
12. The bursting of boilers of engines	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
13 (a). The bursting of tubes, etc., of engines.	...	1	316	256	316	257	...	...	...	...	...	...	...	1	...	...	...	1
13. The failure of machinery, springs, etc., of engines	1	3	891	896	892	899	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	1	6	5	6	4	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	1	...	4	3	5	3	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	7	3	58	42	65	45	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	1	1	8	10	9	11	...	...	...	...	...	...	...	1	...	...	...	1
18. Ditto of couplings	12	4	408	431	420	435	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	2	3	2	4	...	...	...	...	...	3	...	...	...	3	...	...
20. Broken rails	5	1	209	271	214	272	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	26	23	110	145	136	168	...	*1*	...	9	...	4	...	...	...	5	...	9
22. Slips in cuttings or embankments	2	5	38	64	40	69	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	3	5	207	318	210	323	...	2	...	12	...	...	...	1	...	2	...	13
24. Fire at stations, or involving injury to bridges or viaducts	2	1	77	74	79	75	*3*	*1*	2	*3*	...	1	...	2	3	2	2	5
25. Other accidents	47	55	849	788	896	843	*3*	*3*	3 *4*	53 *21*	12	2	43	31	15	5	50	105
TOTAL	339	306	9,468	10,563	9,807	10,869	29 *19*	3 *15*	127 *29*	184 *43*	31	37	131	108	79	55	287	335

Statement showing the number of servants of all races employed on each railway system (open lines

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	Number of servants employed.							
			Europeans.		Anglo-Indians.		Indians.		Total.	
Main head.	Sub-head.		1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	(*a*) to (*g*)	Bengal-Nagpur	535	524	724	673	*31,316	32,771	*32,575	33,968
2	(*a*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	263	278	224	260	18,713	21,687	19,200	22,225
3	...	Eastern Bengal State	404	401	512	517	35,180	36,232	36,096	37,153
4	...	East Indian	1,599	1,604	1,117	1,107	80,261	83,617	82,977	86,328
5	...	Great Indian Peninsula	1,249	1,281	1,032	1,051	67,856	75,384	70,137	77,716
6	...	Madras and Southern Mahratta	305	326	1,764	1,676	39,108	39,888	41,177	41,890
7	...	Nizam's Guaranteed State	111	117	419	348	8,716	9,829	9,246	10,294
8	(*a*) to (*k*)	North Western State	1,221	1,292	709	665	73,867	79,833	75,797	81,790
9	...	Oudh and Rohilkhand State	*288	278	*300	287	*21,602	22,880	*22,190	23,445
10	...	South Indian	241	242	1,168	1,181	22,123	23,105	23,532	24,528
11	...	Assam-Bengal	81	76	198	246	8,051	8,395	8,330	8,717
12	...	Bengal and North-Western	159	156	209	222	20,180	21,665	20,548	22,043
13	...	Bengal Dooars	6	6	2	4	1,015	1,039	1,023	1,049
14	...	Bhavnagar-Gondal-Junagad-Porbandar	7	9	35	36	3,117	3,240	3,159	3,285
15	(*a*) & (*b*)	Burma	193	199	683	692	18,710	20,457	19,586	21,348
16	...	Deoghur	...	...	1	1	67	67	68	68
17	...	Dibru-Sadiya	8	10	...	...	1,229	1,296	1,237	1,306
18	...	Jodhpur-Bikaner	14	15	7	7	4,991	5,130	5,012	5,152
19	...	Morvi	...	1	1	1	460	490	461	492
2	(*h*) to (*n*)	Rajputana-Malwa	507	502	524	546	28,516	30,038	29,547	31,086
20	...	Rohilkund and Kumaon	45	48	21	21	*4,452	4,709	*4,518	4,778
21	...	Udaipur-Chitorgarh	2	2	...	...	366	366	368	368
24	...	Baraset-Basirhat Light	...	...	2	2	208	365	210	367
25	...	Barsi Light	3	3	15	24	512	647	530	674
26	...	Bukhtiarpore-Behar Light	1	1	...	...	159	153	160	154
28	...	Cutch	1	1	...	...	165	193	166	194
30	...	Dholpur-Bari	1	1	...	1	124	126	125	128
33	...	Shahdara (Delhi)-Saharanpur Light	4	4	1	1	593	594	598	599
34	...	Tarakeshwar-Magra Light	...	...	1	1	241	243	242	244
35	...	Tezpore-Balipara Light	2	2	1	1	167	187	170	190
37	...	Darjeeling-Himalayan	22	23	12	9	847	833	881	865
38	...	Howrah-Amta Light	5	5	3	3	711	684	719	692
39	...	Howrah-Sheakhala Light	...	...	...	...	100	88	100	88
41	...	Jorhat Provincial State	1	1	...	...	210	224	211	225
42	...	Pipar Road-Bhavi Light	...	...	...	...	...	44	...	44
		Total	*7,278	7,411	*9,685	9,583	*493,933	526,499	*510,896	543,493

* Revised figures.

DIX 23.

only) and the amounts deposited by them in the Provident Fund at the close of the calendar year 1910.

Amount deposited in Provident Fund.						Remarks.
Number of depositors.		Amount at credit on the 31st December 1910.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
(12)	(13)	(14)	(15)	(16)	(17)	(18)
		Rs.	Rs.	Rs.	Rs.	
509	5,366	2,24,896	20,47,807	18,19,703	40,92,406	
2	3,737	30,578	30,00,632	17,83,897	†48,15,107	† Excludes the Provident Fund transactions of the Godhra-Rutlam-Nagda railway which are included with those of the Rajputana-Malwa railway.
210	7,169	50,228	21,49,804	18,17,632	40,17,664	
7,509	13,846	‡	‡	‡	1,74,16,719	‡ Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
1	9,555	570	1,45,97,139	§	1,45,97,709	§ The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
...	10,743	...	39,77,246	26,57,896	66,35,142	
...	1,986	...	9,16,911	8,42,383	17,59,294	
699	12,559	1,59,461	51,60,652	45,20,262	98,40,375	
179	3,497	48,247	14,88,404	12,71,134	28,07,785	
83	5,718	52,824	27,33,278	11,66,902	39,53,004	
51	1,690	3,126	4,87,566	3,09,057	7,99,749	
17	2,771	92,481	12,53,991	11,86,125	25,32,597	
...	144	...	48,329	38,258	86,587	
214	536	46,560	2,95,154	2,35,663	5,77,377	
...	4,030	...	15,61,346	13,41,403	29,02,749	
...	...	...	...	...	...	
...	...	...	...	...	...	
59	642	9,943	1,42,482	1,28,558	2,80,983	
...	106	...	26,170	2,461	28,631	
581	4,605	1,36,317	25,01,918	22,94,849	‖ 49,33,084	‖ Includes the Provident Fund transactions of the Godhra-Rutlam-Nagda railway.
4	732	2,444	2,68,530	2,52,367	5,23,341	
...	42	...	12,229	8,460	20,689	
...	42	...	3,005	5,458	8,463	
...	...	...	...	...	...	
...	16	...	1,984	1,936	3,920	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	103	...	10,895	9,055	19,950	
...	83	...	7,295	1,566	8,861	
...	...	...	...	...	...	
...	170	...	1,36,974	1,70,569	3,07,543	
...	120	...	24,588	17,771	42,359	
...	22	...	1,761	4,901	6,662	
9	33	1,208	11,027	6,031	18,266	
...	...	...	...	...	...	
10,127	90,063	8,58,883	4,28,67,117	2,18,94,297	8,30,37,016	

APPENDIX 24.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1910.

Classification No. of railway (Detailed in "Index" to Appendix 9.)		Corps.	Enrolled strength.					Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including those on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur	43	94	848	39	1,024	1,197	10	
2	(*a*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	27	82	429	16	554	538	4	
3	...	Eastern Bengal State	29	76	743	11	859	921	5	
4	...	East Indian	69	198	1,938	47	2,252	2,711	18	
5	...	Great Indian Peninsula ...	46	148	1,362	59	1,615	2,332	12	
6	...	Madras and Southern Mahratta ...	53	198	1,453	30	1,734	2,002	17	
7	...	Nizam's Guaranteed State— *Hyderabad Volunteer Rifles* ...	11	26	209	3	249	465	2	
8	...	North Western State	44	121	1,334	36	1,535	1,957	12	
9	...	Oudh and Rohilkhand State— *Oudh and Rohilkhand Railway Volunteer Rifles*	17	77	406	22	522	565	4	
		United Provinces Light Horse, Oudh Squadron.	2	...	1	...	3			
10	...	South Indian	24	86	829	130	1,069	1,423	11	
11	...	Assam-Bengal	19	32	262	4	317	322	3	
12	...	Bengal and North-Western— *Bengal and North-Western Railway Volunteer Rifles* ...	17	46	275	2	340	378	4	
		United Provinces Light Horse, Gorakhpur Squadron ...	4	4	28	3	39		...	
14	...	Bhavnagar-Gondal-Junagad-Porbandar— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	1	8	21	1	31	45	1	
15	...	Burma	29	73	593	26	721	891	9	
18	...	Jodhpur-Bikaner— *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	...	1	12	...	13	22	...	
19	...	Morvi— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	...	...	1	...	1	2	...	
2	(*h*) to (*n*)	Rajputana-Malwa— *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	24	106	623	7	760	1,048	9	
20	...	Rohilkund and Kumaon— *Bengal and North-Western Railway Volunteer Rifles*	4	6	50	...	60	69	...	
21	...	Udaipur-Chitorgarh— *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles* ...	1	1	...	...	2	2	...	
33	...	Shahdara (Delhi)-Saharanpur— *North Western Railway Volunteer Rifles*	...	...	2	...	2	5	...	
34	...	Tarakeshwar-Magra— *East Indian Railway Volunteer Rifles*	...	...	1	...	1	1	...	
37	...	Darjeeling-Himalayan— *Northern Bengal Mounted Rifles, "A" and "B" Troops* ...	2	...	16	2	20	32	1	
		TOTAL ...	466	1,383	11,436	438	13,723	16,928	122	

APPENDIX 25.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the calendar year 1910.

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Number of Subordinate officers of (*i*) Government and (*ii*) Railway Police.	Number of (*i*) Government Constables, (*ii*) Railway Watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the Railway.		Remarks.
Main head.	Sub-head.				Supervision.	(*i*) Government Constables, (*ii*) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open (calculated on mileage given in column 7 of Appendix 1).	Per train mile.	
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	(*a*) to (*g*)	Bengal-Nagpur	36	970	49,432	74,204	19,013	1,42,649	58·17	0·02	
2	(*a*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	106	733	25,134	76,909	10,839	1,12,882	86·76	0·02	
3	...	Eastern Bengal State	139	1,104	780	80,588	612	81,980	51·35	0·01	
4	...	East Indian	98	2,528	1,04,466	1,88,653	55,605	3,48,724	139·14	0·02	
5	(*a*) to (*g*).	Great Indian Peninsula	46	1,570	77,571	1,47,117	27,545	2,52,233	86·93	0·01	
6	...	Madras and Southern Mahratta	47	1,851	43,744	1,96,920	17,091	2,57,755	82·28	0·03	
7	...	Nizam's Guaranteed State	10	417	22,895	55,724	2,533	81,152	109·39	0·03	
8	(*a*) to (*k*)	North Western State	...	1,944	...	2,27,370	1,185	2,28,555	48·72	0·01	
9	...	Oudh and Rohilkhand State	...	488	3,615	40,979	2,210	46,804	32·91	0·01	
10	...	South Indian	...	444	...	1,61,274	...	1,61,274	95·16	0·02	
11	...	Assam-Bengal	12	293	22,646	21,627	4,102	48,375	61·24	0·03	
12	...	Bengal and North-Western	51	678	7,627	74,520	2,455	84,602	44·69	0·02	
13	...	Bengal Doars	...	10	...	1,115	...	1,115	7·29	...	
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	35	132	19,266	13,105	7,314	39,685	83·36	0·04	
15	(*a*) & (*b*)	Burma	147	464	58,157	68,365	17,626	1,44,148	94·38	0·02	
18	(*a*) to (*d*)	Jodhpur-Bikaner	3	47	2,144	4,422	531	7,097	7·06	...	
2	(*h*) to (*n*).	Rajputana-Malwa	144	1,240	54,809	1,13,751	8,402	1,76,962	81·34	0·02	
19	...	Morvi	6	14	2,296	1,732	1,396	5,424	58·43	0·03	
20	...	Rohilkund and Kumaon	10	230	382	16,638	1,525	18,545	42·23	0·02	
25	...	Barsi Light	1	13	295	1,682	179	2,156	27·43	0·02	
30	...	Dholpur-Bari	...	9	...	431	...	431	21·90	0·02	

APPENDIX 26.

Transactions of the Fine Funds for the calendar year 1910.

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Assets.				Disbursements.						Balance on 31st December 1910.
Main head.	Sub-head.		Balance on 31st December 1909. (*Revised.*)	Fines and bonus forfeited during 1910.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur .	39,688	20,061	1,331	61,080	...	...	1,310	2,008	11,545	14,863	46,217
2	(*a*),(*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India .	3,328	8,762	...	12,090	100	776	890	1,830	5,389	8,985	3,105
3	...	Eastern Bengal State	6,299	12,634	134	19,067	...	54	4,222	10,992	551	15,819	3,248
4	...	East Indian . .	93,643	27,368	2,578	1,23,589	...	...	2,875	5,635	45,342	53,852	69,737
5	...	Great Indian Peninsula	6,753	17,697	924	25,374	...	1,680	558	7,166	15,737	25,141	233
6	...	Madras and Southern Mahratta . . .	28,553	12,087	905	41,545	100	2,397	630	11,572	3,581	18,280	23,265
7	...	Nizam's Guaranteed State . . .	16,785	2,456	769	20,010	100	...	...	150	1,565	1,815	18,195
8	...	North Western State	37,520	26,174	1,125	64,819	100	1,921	5,212	14,924	7,293	29,450	35,369
9	...	Oudh and Rohilkhand State . . .	20,892	7,631	515	29,038	...	125	1,591	1,538	6,866	10,120	18,918
10	...	South Indian . .	1,34,531	9,900	4,547	1,48,978	...	1,934	2,790	17,327	4,539	26,590	1,22,388
11	...	Assam-Bengal . .	10,680	6,528	...	17,208	...	975	1,940	1,068	2,187	6,170	11,038
12	...	Bengal and North-Western . . .	1,36,894	20,366	3,947	1,61,207	...	...	808	3,030	10,208	13,546	1,47,661
13	...	Bengal Doears . .	2,114	979	49	3,142	...	...	...	471	400	871	2,271
14	...	Bhavnagar-Gondal-Junagad-Porbandar	5,770	627	179	6,576	294	72	...	168	485	1,019	5,557
15	...	Burma . . .	558	16,304	...	16,862	...	...	3,630	9,654	3,374	16,658	204
18	...	Jodhpur-Bikaner .	9,355	3,989	...	13,344	240	...	258	895	...	1,393	11,951
19	...	Morvi . . .	1,387	135	...	1,522	...	417	90	...	...	507	1,015
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa .	6,778	10,587	32	17,397	100	2,227	8,190	323	6,260	17,100	297
20	...	Rohilkund and Kumaon	39,465	5,334	1,333	46,132	...	...	...	1,225	50	1,275	44,857
21	...	Udaipur-Chitorgarh .	550	37	...	587	...	...	...	...	...	...	587
24	...	Baraset-Basirhat Light . . .	...	245	...	245	...	...	...	...	245	245	...
26	...	Bukhtiarpore-Behar Light . . .	...	45	...	45	...	..	...	...	45	45	...
30	...	Dholpur-Bari . .	...	15	...	15	...	...	...	...	...	...	15
34	...	Tarakeshwar-Magra Light . . .	...	26	...	26	26	...	...	...	...	26	...
35	...	Tezpore-Balipara Light	47	17	...	64	...	...	62	...	...	62	2
37	...	Darjeeling-Himalayan	433	263	...	696	...	...	...	350	80	430	266
38	...	Howrah-Amta Light .	...	325	...	325	...	...	...	...	325	325	...
39	...	Howrah-Sheakhala Light . . .	...	48	...	48	...	...	...	...	48	48	...
41	...	Jorhat Provincial State	568	137	16	721	...	...	...	...	233	233	488

APPENDIX 27.

Railway and Railway aided schools at the close of the calendar year 1910.

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Railway Schools.											Railway aided Schools.						Remarks.
				Attendance.				Income from contributions.							Average daily attendance.		Railway grant.			
				Children.		Apprentices and workmen.			By railways.											
Main head.	Sub-head.		No. of schools.	No. on the rolls.	Average daily attendance.	No. on the rolls.	Average daily attendance.	By Government.	From Revenue.	From Fine Fund.	By school fees.	Total.	Total expenditure.	No. of schools.	Children.	Apprentices and workmen.	From Revenue.	From Fine Fund.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
								Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	
1	...	B. N. European	10	438	364	...	...	8,836	10,462	934	11,200	31,432	21,601	4	394	...	720	196	916	
		B. N. Indian	12	564	456	760	234	2,243	7,086	180	3,141	12,650	12,703	...	...	...	...	...	...	
2	(*a*)to (*g*)& (*o*)& (*p*)	B., B. & C. I. European	3	107	65	2	2	1,381	3,038	890	1,684	6,993	7,133	26	78	...	3,690	...	3,690	
3	...	E. B.S. European	...	...	...	...	...	...	...	...	...	...	...	7	185	...	2,418	2,779	5,197	
		E. B.S. Indian	5	89	81	298	131	...	1,683	...	...	1,683	1,683	12	474	...	1,293	1,443	2,736	
4	...	E.I. European	23	840	754	86	75	19,465	32,204	...	84,456	1,36,125	1,49,013	8	385	...	2,967	...	2,967	
		E.I. Indian	69	3,031	2,203	3,841	1,304	1,245	4,622	2,567	15,704	24,138	22,349	2	331	...	...	308	308	
5	(*a*)to (*g*)	G. I. P. European	7	364	271	...	...	5,457	29,518	558	4,520	40,053	40,053	17	370	...	5,908	...	5,908	
		G. I. P. Indian	...	...	...	...	...	...	...	...	...	...	...	6	274	...	1,155	...	1,155	
6	...	M.& S.M. European	17	804	589	...	...	5,264	22,287	75	7,787	35,413	41,534	17	133	...	4,008	555	4,563	
		M.& S.M. Indian	8	295	218	86	40	391	3,779	...	931	5,101	5,101	1	87	...	360	...	360	
7	(*a*) & (*b*)	N. G. S. European	1	39	34	...	...	...	840	...	230	1,070	841	...	...	...	...	...	...	
		N. G. S. Indian	...	...	...	...	...	...	...	...	...	...	...	1	23	...	120	...	120	
8	...	N. W. European	2	76	49	25	21	3,290	3,314	286	961	7,851	7,234	19	444	...	17,798	3,483	21,281	
		N. W. Indian	27	82	71	3,039	765	...	6,557	57	283	6,897	6,970	6	206	4	3,330	286	3,616	
9	...	O. & R. European	5	56	42	33	27	1,103	2,922	1,591	1,427	7,043	5,616	18	203	...	7,502	...	7,502	
		O. & R. Indian	4	...	...	144	25	...	762	...	...	762	762	4	243	...	2,027	...	2,027	
10	(*a*)	S. I. European	2	99	67	...	...	1,370	5,293	75	701	7,439	5,293	...	...	...	...	...	...	
11	...	A. B. Indian	...	...	...	...	...	...	...	...	...	...	...	5	90	...	...	1,940	1,940	
12	...	B. & N. W. European	3	60	49	...	...	2,498	1,800	303	1,026	5,632	5,041	...	...	...	...	...	...	
		B. & N. W. Indian	...	...	...	...	...	...	...	...	...	...	...	2	100	...	324	...	324	
13	...	B. D. Indian	...	...	...	...	...	...	...	...	...	...	...	1	20	...	300	...	300	
14	...	B. G.J. P. European	1	19	18	...	...	...	1,150	...	382	1,532	1,398	...	...	...	...	...	...	
		B. G.J. P. Indian	2	67	61	...	...	...	804	...	257	1,061	936	...	...	...	...	...	...	
15	...	B. European	3	122	107	...	...	2,414	495	1,090	2,440	6,439	6,259	18	39	...	445	445	890	
		B. Indian	2	201	180	...	...	4,371	771	1,572	2,135	8,849	8,290	26	63	...	522	523	1,045	
17	...	D. S. Indian	1	58	52	...	...	...	360	...	460	820	1,435	...	...	...	...	...	...	
18	...	J. B. Indian	1	17	7	...	...	...	...	258	...	258	258	...	...	...	...	...	...	
7	(*c*)	H. G. V. European	3	127	89	...	...	...	2,904	...	836	3,740	2,641	3	201	...	506	...	506	
		H. G. V. Indian	2	53	40	5	2	...	1,188	...	132	1,320	1,191	8	603	...	804	...	804	
19	...	M. R. W. Indian	1	24	18	...	...	...	...	90	...	90	90	...	...	...	...	...	...	
2	(*h*) to (*n*)	R. M. European	7	153	115	94	87	2,161	2,442	6,779	3,718	15,100	14,915	34	131	...	8,900	...	8,900	
		R. M. Indian	6	265	211	94	78	960	1,698	679	2,193	5,530	5,605	1	110	...	...	732	732	
10	(*b*) to (*k*)	S. I. M. European	5	239	170	23	21	1,960	7,449	2,715	1,303	13,432	7,440	...	...	...	...	...	...	
35	...	T. B. Indian	1	...	...	22	5	...	...	62	...	62	62	...	...	...	...	...	...	
		Total ...	233	8,289	6,381	8,552	2,817	64,409	1,55,428	20,766	1,47,912	3,88,515	3,82,756	246	5,237	4	65,097	12,690	77,787	

APPENDIX 28.

No. 105-R. P. of 1910.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 23rd June 1910.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The opportunity has been taken to consolidate the existing orders on the subject, and the terms offered have been made considerably more liberal in several respects.

2. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

(i) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(ii) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(iii) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields and similar purposes.

(iv) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made by the Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

APPENDIX 28—*contd.*

(v) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(vi) Railway materials for the construction of the branch line will be carried over State railways at the special rates charged for similar materials belonging to State railways.

(vii) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest on capital expenditure, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line :

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital a fixed minimum dividend of 3½ per cent on the actual capital expenditure on the railway to the end of the year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company in excess of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each calendar year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the actual expenditure charged to the capital account of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(viii) No concession will be granted with the form of assistance referred to in condition (vii) (*a*) above, until terms for the construction and working of the proposed branch line by the main line administration have been arranged to the satisfaction of the Government of India. If, in the case of a concession granted with the form of assistance referred to in condition (vii) (*b*), it be

APPENDIX 28—*contd.*

intended by the Branch Line Co. to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(ix) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(x) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(xi) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(xii) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (ii) and (ix) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.

(xiii) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

APPENDIX 28—*contd.*

(xiv) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows:

(*a*) if the branch line company works its own line, as part of the working expenses of the line:

(*b*) if the company's line is worked by the main line administration:

(1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the capital expenditure, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:

(2) when the net earnings exceed 5 per cent on the capital expenditure, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(xv) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent per annum on the capital cost of the said buildings and quarters.

(xvi) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(xvii) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.

(xviii) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof, shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(xix) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three

APPENDIX 28—*contd.*

years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(xx) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

3. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters for information as regards existing surveys, or for new surveys—*vide* paragraph 2 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, Eastern Bengal and Assam, the United Provinces of Agra and Oudh and the Punjab, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore.
The Honourable the Chief Commissioners of the Central Provinces and Coorg.
The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Public Works Department.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Rangoon and Chittagong Chambers of Commerce.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

R. C. F. VOLKERS,

Secretary to the Railway Board.

Documents accompanying.

Enclosure No. I. Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendices A, B and C.

Enclosure No. II. Memorandum B, for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

APPENDIX 28—*contd.*

Enclosure No. I (with Form A and Appendices A, B and C) to Government of India resolution No. 105-R.P. of 1910.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

EEEE

APPENDIX 28—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix B*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	*Reference to an Appendix* (vide *Appendix C*) *may be here given if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 28—*contd.*

Appendix A.

Alignment of proposed branch railway.

From_____ to_____

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or Provinces.

APPENDIX 28—*contd.*

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...

	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...

Parcels and luggage—

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special class	...	...
X class (Explosives, including dangerous goods)	...	...

APPENDIX 28—*contd.*

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing Railway Administration under which the projected branch railway is to be worked; but when completed, it is proposed to offer the working to the_____Railway Company on the following terms:—

(i)_____

(ii)_____

), etc._____

APPENDIX 28—*contd.*

Or

It has been provisionally arranged with the_____Railway Company to work the projected branch railway, when completed, on the following terms:—

(i)_____

(ii)_____

(iii), etc._____

APPENDIX 28—*concld.*

Enclosure No. II to Government of India resolution No. 105-R. P. of 1910.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out by the Railway Board.

1. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

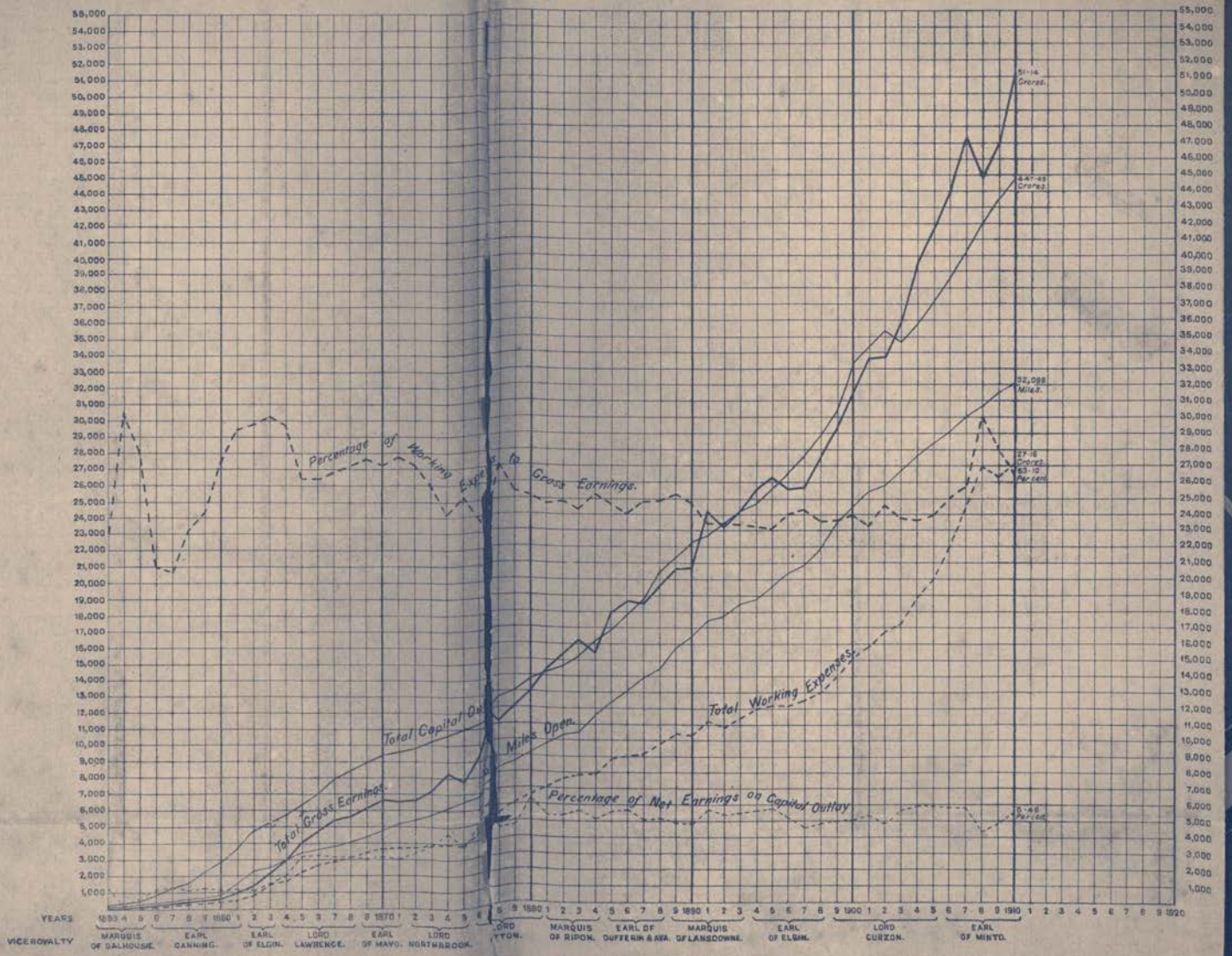
(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

G. C. B P., Simla.—No. 4556 R. A. R.—15-6-11—1,92.5—R.W.B.

INDIAN RAILWAYS.

DIAGRAM SHOWING, FOR EACH YEAR, THE TOTALS UP TO 31ST DECEMBER 1910 FOR CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES, MILES OPEN, PERCENTAGE OF NET EARNINGS ON CAPITAL OUTLAY AND PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS.



NOTE.

The figures on this scale represent lakhs for the Capital Outlay, tens of thousands for Gross Earnings and Working Expenses, and Miles for Open mileage. In the case of Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings, each square represents one and two per cent, respectively.

The "Total Capital Outlay" is that on all Indian railways, viz., (i) open, (ii) partly or wholly under construction, and (iii) on miscellaneous items; while for the purposes of the "Percentage of Net Earnings on Capital Outlay" (i) alone is reckoned.

[The decrease in the Total Capital Outlay in 1903 is due to revision of the outlay hitherto adopted for lines purchased by the State from Guaranteed Ry. Companies.]

Ry. Bd./5-11-2075.

MARCH 1911.
MAP
of
RAILWAY SYSTEMS
in
INDIA
Burmah
and
Ceylon
COPYRIGHT REGISTERED.
SCALE 60 MILES = 1 INCH.
AFGHANISTAN
ASIA
AFRICA
AUSTRALIA
Indian Ocean
NORTH-WESTERN Ry.
OUDH & ROHILKHAND RAILWAY
JODHPUR BIKANER Ry.
BENGAL DOOARS Ry.
EASTERN BENGAL Ry.
BURMA Ry.
BOMBAY, BARODA & CENTRAL INDIA Ry.
BAY OF BENGAL
CALCUTTA
RIVER SERVICES IN BENGAL
connected with Railways
MADRAS
AGRA
BENGAL COAL FIELDS
PROVINCES AND RAILWAYS
INDIAN OCEAN
MALDIVE ISLANDS
CEYLON Ry.
BOMBAY
M.S.M. Ry.

INDIA
SHOWING RAILWAYS
Open and under construction on 31-3-11.
REFERENCES
JHARIA & RANEEGUNGE COAL FIELDS.
BALUCHISTAN AGENCY
RAJPUTANA AGENCY
CENTRAL INDIA AGENCY
CENTRAL PROVINCES
HYDERABAD
BHUTAN
BURMA
CHINA
SIAM
ARABIAN SEA
BAY OF BENGAL
BOMBAY
CALCUTTA
MADRAS
CEYLON
AGRA
CAWNPORE JR.
CITY
CANTONMENT
ANDAMAN ISLANDS
NICOBAR ISLANDS

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar year 1911

BY

THE RAILWAY BOARD.

Dated the 22nd May 1912.

SIMLA:
GOVERNMENT CENTRAL BRANCH PRESS.
1912.

Price Two Rupees, or 2s. 8d.

Agents for the sale of books published by the Superintendent of Government Printing, India, Calcutta.

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

CALENDAR YEAR 1911.

Mileage.

During the year 1911 there were 755 miles of line opened to traffic, bringing the total mileage open, after allowing for minor corrections of mileage due to realignments, re-measurements, etc., up to 32,839 miles of the following gauges :— **App. 1.**

17,016	of	5′ 6″	gauge	(standard).
13,759	„	3′ 3⅜″	„	(metre).
1,632	„	2′ 6″	„	(special).
432	„	2′ 0″	„	
32,839				

There were 841 miles of line sanctioned during the year, *viz.* :—

483	of	5′ 6″	gauge	(standard).
166	„	3′ 3⅜″	„	(metre).
186	„	2′ 6″	„	(special).
6	„	2′ 0″	„	
841				

At the end of 1911 there were 2,673·78 miles of line under construction as follows :—

1,193·86	of	5′ 6″	gauge	(standard).
745·86	„	3′ 3⅜″	„	(metre).
724·56	„	2′ 6″	„	(special).
9·50	„	2′ 0″	„	
2,673·78				

Capital.

2. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement of operations on all open lines amounted, at the close of the calendar year 1911, to Rs. 45,006·80 lakhs, and that on lines under construction to Rs. 955·48 lakhs. In addition Rs. 130·12 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 46,092·40 lakhs. **App. 2.**

The actual expenditure on open line rolling-stock, and on other open line expenditure, during the year 1911 amounted to 351 lakhs and 573 lakhs, respectively.

3. All sanctions for expenditure are given with reference to the official year, and the sum of Rs. 1,350 lakhs, (£9,000,000), has been provided for 1912-13 divided as under :—

	Rs. Lakhs.
(*a*) For open lines, including Rs. 465·35 lakhs for rolling-stock ...	951·18
(*b*) For lines already under construction—	
(*i*) begun prior to 1911-12	279·18
(*ii*) begun during 1911-12	107·64
(*c*) For lines to be begun in 1912-13	12·00
Total ...	1,350·00

Financial Results to the State.

4. The financial result to the State during the year 1911 of the working of the State railways, after meeting, in addition to the expenses of working, all charges for interest on capital outlay by the State and on capital raised by Companies, also annuity payments connected with the purchase of railways by the State, was a net gain of Rs. 406·94 lakhs (£2·71 million). This result, however, is arrived at after inclusion in the charges against revenue of a sum of Rs. 135·63 lakhs (£904 thousand) representing the portion of annuity payments in redemption of capital. Omitting this item, which is not properly a revenue charge, the true result for the year is a net gain of Rs. 543 lakhs (£3·62 million).

The subjoined table compares the financial results of the year 1911 with those of the two preceding years. [It is to be noted that the figures of surplus of net revenue over interest shown therein understate the real surplus derived from the railways open to traffic, as the interest charges include the interest on the capital of lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the capital account.]

	1909.			1910.			1911.		
	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.
REVENUE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State railways	42,19,57,416	...	42,19,57,416	45,70,51,683	...	45,70,51,683	48,56,61,423	...	48,56,61,423
Gross traffic earnings.—Guaranteed railways	...	...	...	...	...	...	...	...	...
Repayment of advances of interest.—Subsidized railways	8,71,127	...	8,71,127	5,77,368	...	5,77,368	8,71,668	...	8,71,668
Total revenue	42,28,28,543	...	42,28,28,543	45,76,29,051	...	45,76,29,051	48,65,33,091	...	48,65,33,091
EXPENDITURE.									
Working expenses.—State railways	24,17,78,734	...	24,17,78,734	24,57,29,271	...	24,57,29,271	25,77,01,430	...	25,77,01,430
Working expenses.—Guaranteed railways	...	3,746	3,746	...	...	...	...	...	...
Share of surplus profits paid to Companies, etc.	49,69,571	1,82,642	51,52,213	50,97,813	...	50,97,813	64,05,341	...	64,05,341
Land and supervision charges.—Guaranteed railways	...	*—14,582*	*—14,582*	...	*—14,841*	*—14,841*	...	833	833
Land and subsidy charges	11,20,187	...	11,20,187	3,75,807	...	3,75,807	5,82,217	...	5,82,217
Miscellaneous railway expenditure	4,16,525	...	4,16,525	4,03,636	...	4,03,636	2,47,673	...	2,47,673
Total expenditure	24,82,85,017	1,71,806	24,84,56,823	25,16,06,527	*—14,841*	25,15,91,686	26,49,36,661	833	26,49,37,494
Net revenue	17,45,43,526	*—1,71,806*	17,43,71,720	20,60,22,524	14,841	20,60,37,365	22,15,96,430	*—833*	22,15,95,597
ORDINARY INTEREST CHARGES.									
Interest on capital outlay.—State railways	5,87,68,554	...	5,87,68,554	5,93,10,170	...	5,93,10,170	6,59,86,150	...	6,59,86,150
Interest on debt for purchase of railways	2,64,44,415	...	2,64,44,415	2,63,61,795	...	2,63,61,795	2,85,32,445	...	2,85,32,445
Interest on advances of capital to Companies	70,51,554	...	70,51,554	65,75,761	...	65,75,761	60,66,243	...	60,66,243
Interest on capital raised by Companies	2,75,60,608	...	2,75,60,608	3,10,04,520	...	3,10,04,520	2,73,16,011	...	2,73,16,011
Portion of annuities in purchase of railways representing interest on capital	4,01,52,870	...	4,01,52,870	3,98,01,930	...	3,98,01,930	3,94,37,445	...	3,94,37,445
Interest on capital of Guaranteed Companies	...	...	...	...	...	...	...	...	...
Total interest	15,99,87,001	...	15,99,87,001	16,30,54,176	...	16,30,54,176	16,73,38,294	...	16,73,38,294
Surplus of net revenue over interest	1,45,56,525	*—1,71,806*	1,43,84,719	4,29,68,348	14,841	4,29,83,189	5,42,58,136	*—833*	5,42,57,303
Portion of annuity payments representing redemption of capital also charged against revenue	1,26,68,910	...	1,26,68,910	1,31,08,200	...	1,31,08,200	1,35,63,225	...	1,35,63,225
Actual net gain +, or loss —	+18,87,615	*—1,71,806*	+17,15,809	+2,98,60,148	+14,841	+2,98,74,989	+4,06,94,911	*—833*	+4,06,94,078

App. 3. 5. As regards the capital liability in connection with railways owned by the State there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct, from the original commuted capital at which the lines were taken over, the amount redeemed by annuity payments up to date. On this basis the subjoined table shows the capital liability at the end of 1911 on account of all railways classed as State railways, including the Madras railway which was purchased by the State on 1st

January 1908, the Indian Midland railway, purchased on the 31st December 1910, and the Hardwar-Dehra railway—the State outlay, as recorded in rupees in the accounts, being converted into sterling at the rate of Rs. 15=£1. The total capital at charge amounts to £328·60 million (the details by railways being shown in Appendix 3); and on this the net revenue of the State railways for 1911, £14·77 million, gives a return of 4·49 per cent. Including, however, the sum of 9·53 million on account of capital redeemed by annuities and charged off to revenue in the accounts of successive years, the total capital outlay amounts to £338·13 million, and the net revenue of £14·77 million in 1911 gives a return on this figure of 4·37 per cent.

Capital liability on account of railways classed as State railways at end of 1911.

1. Share capital of purchased railways being paid off by annuities :—

	£	£
Commuted value of stock purchased	97,829,817	
Deduct—		
Commuted capital representing annuities which were purchased by creation of debt (liability included under item 3) ...	12,741,462	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5) ...	1,750,000	
New stock of the Madras and Southern Mahratta Railway Company issued in exchange for portion of annuity (liability included under item 5)	1,500,000	
Capital redeemed by annuity payments	9,526,731	
	25,518,193	
Net outstanding		72,311,624
2. State outlay		130,162,308
3. Debt incurred for purchase of railways		57,342,567
4. Capital advanced by Government to Companies		12,349,576
5. Capital raised by Companies on the Secretary of States' guarantee (including overdrafts of capital)		56,440,484
TOTAL CAPITAL LIABILITY		328,606,559

Statistical Results of Working.

6. With a net addition of 740 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1911 amounted in round figures to Rs. 5,527·92 lakhs, compared with Rs. 5,114·22 lakhs in 1910, being an increase of Rs. 413·70 lakhs, while the working expenses were more than in 1910 by Rs. 168·20 lakhs. The net earnings amounted to Rs. 2,644·00 lakhs, against Rs. 2,398·50 lakhs in 1910, or an increase of Rs. 245·50 lakhs. These net earnings yielded a return on the capital outlay (Rs. 45,006·80 lakhs) on open lines, *i.e.*, on mileage earning revenue, of 5·87 per cent, as compared with 5·46 in 1910. App. 7.

Of the increase of Rs. 413·70 lakhs in the gross earnings, the East Indian railway accounted for Rs. 67·28 lakhs or 16·26 per cent, the North Western railway for Rs. 65·53 lakhs or 15·84 per cent, the Great Indian Peninsula railway for Rs. 40·16 lakhs, or 9·71 per cent, the Bengal-Nagpur railway for Rs. 31·17 lakhs, the Rajputana-Malwa railway for Rs. 24·17 lakhs and the Bombay, Baroda and Central India railway for Rs. 24·30 lakhs. App. 6.

The total number of passengers carried was 389·86 million, against 371·53 million, and the earnings therefrom amounted to Rs. 1,849·08 lakhs, against Rs. 1,712·04 lakhs. The number of third class passengers carried was more by 16·02 million and the earnings therefrom by Rs. 107·99 lakhs. The increase of Rs. 137·04 lakhs in the passenger earnings was contributed chiefly by the North Western railway (Rs. 26·84 lakhs), the East Indian railway (Rs. 16·08 lakhs), the Great Indian Peninsula railway (Rs. 12·35 lakhs), the Bombay, Baroda and Central India railway (Rs. 10·03 lakhs), the Eastern Bengal railway (3′ $3\frac{3}{8}$″ gauge section) (Rs. 9·20 lakhs), the Oudh and Rohilkhand railway (Rs. 8·69 lakhs) and the Rajputana-Malwa railway (Rs. 8·56 lakhs), and was due to the development of traffic and to the Coronation Durbar held at Delhi. App. 4.

App. 7. The average rate charged to passengers of all classes was 2·47 pies per mile, just over $\frac{1}{5}$th of a penny, and the average distance travelled was about 37 miles. There have been no material fluctuations in these figures since 1884.

App. 4. The aggregate tonnage of goods moved during the year 1911 was 71·27 million tons and the earnings therefrom were Rs. 3,293·32 lakhs, an increase over the previous year of 5·67 million tons and of Rs. 250·15 lakhs in earnings. Of the increase in the goods receipts the East Indian railway contributed Rs. 48·05 lakhs or 19·21 per cent and the North Western railway Rs. 36·69 lakhs or 14·67 per cent, while the remainder was contributed principally by the Bengal-Nagpur, the Great Indian Peninsula, the South Indian, the Bombay, Baroda and Central India and the Rajputana-Malwa railways.

The increase in goods earnings on the East Indian railway was chiefly due to heavy bookings of "Grain and Pulse" for export to Europe, and of "Coal" due to larger takings by foreign railways; that on the North Western railway arose from larger despatches of "Wheat" and "Other grain and pulse" for export to Europe.

App. 10. The total weight of the traffic in "Grain and pulse," "Coal," "Cotton, raw and manufactured," "Oils," "Oil-seeds," "Sugar," "Salt" and "Jute" during the year 1911 amounted to 38·73 million tons and the earnings therefrom to Rs. 2,172·55 lakhs, against 35·61 million tons and Rs. 2,004·19 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1911 to 71·43 per cent in weight and 71·05 per cent in earnings of the total traffic carried for the public, against 70·89 per cent and 70·55 per cent, respectively, in the previous year.

There was an increase of 2,438 thousand tons and Rs. 159·71 lakhs under "Grain and Pulse," owing to larger exports of "Wheat" and "other Grains" to Europe; of 119 thousand tons and Rs. 8·21 lakhs in the "Jute" traffic, owing to better outturn of "Jute" and to greater bookings to Europe; of 152 thousand tons and Rs. 11·75 lakhs under "Oils," owing to the greater consumption of "Kerosine" oil by factories and the cheaper rates inducing larger sales; and of 162 thousand tons and Rs. 6·73 lakhs under "Oil seeds", due to excellent crops and to greater demand of "Castor" and "Linseed" for export. There was, however, a falling off of 277 thousand tons and Rs. 42·84 lakhs under "Cotton", owing to the partial failure of crops in the Punjab, Central Provinces and Berar.

App. 13. *Coal.*—During the year 1911 the total output from the collieries in India and Burma amounted, as shown in Appendix 13, to 12·72 million tons, against 12·05 million tons in 1910. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, fell from 1·85 million tons to 1·60 million tons or by 247·24 thousand tons, due to some extent to the coal being sent by the rail route instead of by the sea route; and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, from 1,391·25 thousand tons to 1,253·97 thousand tons or by 137·28 thousand tons. The imports of coal from the United Kingdom fell from 261·32 thousand tons to 245·04 thousand tons or by 16·27 thousand tons, while those from other countries rose from 54·74 thousand tons to 73·71 thousand tons or by 18·97 thousand tons.

App. 12. The total quantity of Indian coal consumed by railways during the year 1911 increased from 3·80 million tons to 4·22 million tons or by 421·77 thousand tons, and the amount of foreign coal consumed decreased from 52·15 thousand tons to 32·13 thousand tons.

App. 10. The traffic in coal carried by railways increased from 13·91 million tons in 1910 to 14·52 million tons in 1911, and the earnings therefrom from Rs. 385·41 lakhs to Rs. 413·63 lakhs. The increase occurred principally on the Bengal-Nagpur railway and was due to the diversion to the rail route of a proportion of coal which previously was sent by the sea route to destination.

App. 7. The average rate for all descriptions of goods carried per ton per mile was 4·73 pies, compared with 4·83 pies in 1910, or just under $\frac{1}{2}$ penny; while the average distance over which a ton of goods was carried was 187 miles, against 184 miles in the previous year.

Important Works.

7. The following is a brief abstract of the more important works *completed* during the year 1911:—

Bengal-Nagpur railway system, 5′ 6″ gauge section.—Works in connection with the duplication of the wagon ferry from Shalimar to Kidderpore, across the river Hooghly, and the remodelling of the station yards at Gondia and Kharagpur.

Bombay, Baroda and Central India railway system, 5′ 6″ gauge section.—The strengthening of the Godhra-Rutlam-Nagda line with additional sleepers, and the relaying of 40 miles of 69-lbs. permanent-way with 90-lbs. rails.

3′ 3⅜″ gauge section.—The relaying of 20 miles of 41¼-lbs. rails with 50-lbs. steel rails on the Ajmer division and the Mhow district; the renewal of weak girders on the main line of the Rajputana-Malwa railway; and the remodelling of Rewari and Phulera station yards.

Eastern Bengal railway system, 5′ 6″ gauge section.—The relaying with 90-lbs. rails of the Central section between Dum Dum Junction and Khulna, the up line as far as Poradaha and the single line between Poradaha and Bhairamara on the Eastern section, and the Faridpur branch; also the renewal of girders on the Central section (with the exception of some spans of 80 feet and 100 feet) and the remodelling of Khulna station yard.

3′ 3⅜″ gauge section.—Additional waterways on the Gauhati extension, necessitated by the extensive damages that were caused by floods during 1910.

East Indian railway system.—The renewal of the girders of the Hullohur bridge.

Great Indian Peninsula railway system.—The relaying of 40 miles of 82-lbs. section track with that of 100-lbs. on the Dongargaon and Chandni banks, between Khandwa and Bhusaval; while the strengthening and renewal of 30-feet girders, and the strengthening of the Tapti bridge by a third road cylinder pier and the new superstructure of 14 spans of 60 feet and 5 of 142 feet, were practically completed, as were also five Carriage and Wagon Shops at Matunga which were brought into use.

North Western railway system, 5′ 6″ gauge section.—The remodelling of the station yards at Samasata and Malakwal, and of the locomotive and traffic yards at Khanewal.

Oudh and Rohilkhand railway system.—New bridge (consisting of 25 spans of 100 feet and one of 40 feet) over the Ganges river at Cawnpore for the use of 5′ 6″ gauge traffic only.

Bengal and North-Western railway system.—The relaying with 50-lb. rails of the Bettiah branch from Muzaffarpur to Bettiah and the replacement of all the weak girders by others of the standard type.

Burma railways system.—The new locomotive yard at Malagon and the new station and locomotive yards at Pegu, which were practically completed, were brought into use.

8. Of works in *progress* at the end of 1911 the following are the more important:—

Eastern Bengal railway system, 5′ 6″ gauge section.—The Lower Ganges bridge near Sara, to link up the 5′ 6″ and 3′ 3⅜″ gauge sections of this line. At the approaches to the bridge a continuous bank 20 feet wide and 5 feet above high flood level was constructed, a pair of stone-pitched guide banks were built at the bridge site and work was started on five well foundations.

South Indian railway system, Indo-Ceylon Connection, 3′ 3⅜″ gauge section.—Good progress was made during the year on the links and connected works described in the previous Report as being required to connect India with Ceylon. A project has been suggested by the Company for ultimately displacing the ferry service by the construction of a line of railway along Adam's Reef. In view of the very heavy capital outlay that would be incurred, it has been decided to make careful enquiries and to ascertain all the advantages and disadvantages which would result from its construction, before proceeding to develop the project.

Bengal and North-Western railway system.—The permanent bridge over the Gogra river (18 spans of 200 feet girders) and approaches at Manjhi Ghat, which were under completion in December last, were opened to traffic in February 1912.

The Ganges bridge at Allahabad (40 spans of 150 feet girders), with a connecting line to Allahabad station, is the remaining link in connecting Benares with Allahabad on the 3′ 3⅜″ gauge. Well sinking on the bridge is nearly completed, 33 piers having been built and 14 spans of girders erected, and the earthwork on the line from the bridge to Allahabad is in hand.

The Gundak bridge at Bagaha (15 spans of 100 feet girders) and approaches are in progress, and it is hoped will be ready for opening in June 1912.

Railway Surveys.

9. The following surveys were *completed* during 1911 :—

Province.	Railway Administration.	Survey. From	*Vid*	To	Class of survey.	Gauge.	Length.	Remarks.
							Miles.	
Bengal ...	Bukhtiarpore-Bihar	Silao ...	...	Rajgirkund ...	Detailed ...	2′ 6″	4·75	
	Darjeeling-Himalayan.	Siliguri ...	Nuxalbari ...	Kissengunge ...	„ ...	2′ 0″	72·00	
		„ ...	...	Teesta bridge ...	„ ...	„	29·50	
		Darjeeling ...	...	Lebong ...	„ ...	„	5·00	
		Ghoom ...	...	Tukdah ...	„ ...	„	8·00	
Bombay ...	North Western ...	Kotri* ...	...	Rohri ...	„ ...	5′ 6″	172·35	* In connection with the project for doubling the section.
	Aden Tramway...	Tawahi ...	Maala ...	Sheikh Othman...	„ ...	2′ 6″	11·88	
		Maala ...	...	Crater ...				
	Bhavnagar ...	Botad ...	...	Jasdan ...	„ ...	3′ 3⅜″	33·47	
	Jamnagar ...	Jamnagar ...	Khambhalia	Dwarka ...	„ ...	„	75·27	
		Khambhalia ...	...	Salaia ...				
	Great Indian Peninsula.	Dhond ...	...	Baramati ...	„ ...	2′ 6″	28·00	
	Nizam's Guaranteed State.	Wadi ...	...	Gadag ...	(See under Hyderabad.)			
Burma ...	Burma... ...	Ta-Hapalai ...	...	Nampai ...	Detailed ...	3′ 3⅜″	26·48	
		Pyinmana ...	...	Minbyin ...	„ ...	„	29·11	
		Henzada ...	Hnegyo, Donabyu and Akyaw.	Yegyi ...	„ ...	„	65·89	
		Henzada ...	Dounggyi, Zalun, Donabyu and Akyaw.	Yegyi ...	„ ...	„	67·78	
		Mile 466A, Sagaing-Alon branch. ...	...	Sainbyin ...	„ ...	„	28·03	
Central Provinces.	Great Indian Peninsula.	Murtajapur ...	Karinja and Darwa.	Yeotmal ...	„ ...	2′ 6″	71·80	
		Pulgaon ...	...	Arvi ...	„ ...	„	21·50	
		Murtajapur ...	...	Ellichpur ...	„ ...	„	47·00	
	Madras and Southern Mahratta.	Rajahmundry ...	...	Sironcha ...	(See under Madras.)●			
Eastern Bengal and Assam.	Eastern Bengal ...	Sara† ...	...	Santahar ...	Detailed ...	5′ 6″	48·51	† For laying a 5′ 6″ gauge track alongside the existing metre gauge.
		Raja Bhat Khawa	...	Dalsingpara ...	„ ...	3′ 3⅜″	17·43	
		Ulipur ...	...	Chilmari ...	„ ...	2′ 6″	17·00	
Hyderabad ...	Nizam's Guaranteed State.	Wadi ...	...	Gadag ...	„ ...	5′ 6″	‡	‡ For a re-alignment of 118·42 miles, out of a total length (as surveyed in 1906) of 173·24 miles.
Madras ...	Madras and Southern Mahratta.	Rajahmundry ...	...	Sironcha ...	„ ...	„	§	§ 209 miles by the direct route, and 215·50 by the alternative route *vid* Gokavaram.
	Bengal-Nagpur ...	Parlakimedi ...	...	Gunupur ...	„ ...	2′ 6″	31·63	
	South Indian ...	Erode ...	...	Nanjangud ...	„ ...	3′ 3⅜″	141·81	
		Kottamangalam...	...	Mettupalaiyam...				
		Quillon ...	...	Trivandrum ...	„ ...	„	39·15	
Mysore ...	Madras and Southern Mahratta.	Mysore ...	...	Hassan ...	„ ...	„	74·00	
	South Indian ...	Erode ...	...	Nanjangud ...	(See under Madras.)			

Railway Surveys completed—*concld.*

Province.	Railway Administration.	Survey. From	*Vid*	To	Class of survey.	Gauge.	Length.	Remarks.
							Miles.	
Punjab ...	North Western	Lahore* ...	...	Raewind ...	Detailed ...	5′ 6″	24·75	* In connection with the project for doubling the section.
Rajputana ...	Dholpur-Bari ...	Dholpur ...	...	Rajakhera ...	,, ...	2′ 6″	22·35	
United Provinces.	Oudh and Rohilkhand	Rosa ...	...	Budaon ...	,, ...	5′ 6″	73·65	
		Budaon ...	...	Babrala ...	,, ...	,,	54·84	
		Dibai† ...	...	Hapur ...	,, ...	,,	73·30	† Includes the Bulandshahr branch of 16·07 miles.
		,, ...	...	Kasganj ...	,, ...	,,	37·03	
		Unao ...	Safipur ...	Bangarmau ...	,, ...	,,	30·28	
		,, ...	Hyderabad...	,, ...	,, ...	,,	38·26	
		Madhoganj ...	...	,, ...	,, ...	,,	18·71	

10. The following surveys were *in progress* during 1911:—

Province.	Railway Administration.	Survey. From	*Vid*	To	Class of survey.	Gauge.	Length.	Remarks.
							Miles.	
Bengal ...	Eastern Bengal	Khulna ...	Gournadi ...	Barisal ...	Reconnaissance.	5′ 6″	78·00	
		,, ...	...	Bagirhat ...	Detailed ...	2′ 6″	20·00	
Bombay ...	Great Indian Peninsula.	Talegaon ...	...	Khed ...	Resurvey...	,,	22·50	
	Madras and Southern Mahratta.	Kudchi ...	Jamkhandi...	Bagalkot ...	Detailed ...	3′ 3⅜″	76·00	
	Junagad ...	Una ...	...	Visavadar ...	,, ...	,,	...	
	Ambaji-Taranga Light.	Samia ...	...	A point within 3 to 4 miles of Amba Mata temple.	,, ...	2′ 6″	14·00	
	Gujarat ...	Kapadvanj ...	...	Meghraj ...	,, ...	,,	42·00	
Burma ...	Maungdaw-Buthidaung Light	Maungdaw ...	...	Buthidaung ...	,, ...	,,	17·25	
Central India	East Indian ...	Sutna ...	...	Rewa ...	,, ...	5′ 6″	32·00	
Central Provinces.	Great Indian Peninsula.	Khamgaon ...	Amerpur ...	Chikli ...	,, ...	2′ 6″ and 5′ 6″	36·00	
	Railway Board ...	Khandwa ...	Akola ...	Hingoli ...	,, ...	3′ 3⅜″	185·00	
Eastern Bengal and Assam	Eastern Bengal ..	Sara	...	Serajganj ...	,, ...	5′ 6″	50·00	
		Nattore ...	Rampur Boalia.	Godagari ...	,, ...	,,	41·65	
		Khulna ...	Gournadi ...	Barisal ...	(See under Bengal.)			
	Bengal-Dooars ...	Chalsa ...	...	Matelli ...	Detailed ...	3′ 3⅜″	5·50	
Hyderabad ...	Railway Board ...	Khandwa ...	Akola ...	Hingoli ...	(See under Central Provinces.)			
Madras ...	South Indian ...	Virudupati ...	...	Tenkasi ...	Detailed ...	3′ 3⅜″	78·00	
Mysore ...	Madras and Southern Mahratta.	Bowringpet ...	...	Kolar ...	,, ...	2′ 6″	10·00	
North-West Frontier Province.	North Western ...	Pezu ...	...	Tank ...	,, ...	,,	21·75	

Feeder Lines for which Concessions have been granted to Private Syndicates.

11. During 1911 certain private Syndicates were granted the following concessions:—

RAILWAYS.

(*a*) *Nadiad-Kapadvanj and Godhra-Lunavada railways.*—Messrs. Killick Nixon & Co. were granted a concession to float a Branch Company for the construction, on rebate terms under the Branch Line Terms of 1910, of 2′ 6″ gauge railways from Nadiad to Kapadvanj (Bombay), about 28 miles; and from Godhra to Lunavada (Bombay), about 25 miles in length. The Branch Company has been formed.

(*b*) *Mandra-Bhon railway.*—Messrs. Rocha Ram & Sons were granted a concession to float a Branch Company for the construction, on rebate terms under the Branch Line Terms of 1910, of a 5′ 6″ gauge railway from Mandra to Bhon (Punjab), a length of about 47 miles. The Branch Company has not yet been formed.

(*c*) *Southern Punjab railway.*—The Southern Punjab Railway Company were granted a concession on rebate terms for the construction of 5′ 6″ gauge extensions of their system from Ferozepur, *viâ* Lohian and Kapurthala, to Jullundur (Punjab), about 73 miles in length; and from Lohian to Phillaur (Punjab), about 39 miles in length, in the Jullundur Doab.

(*d*) *Darjeeling-Himalayan railway.*—Messrs. Gillanders Arbuthnot & Co. were granted a concession to form a Branch Company for the construction, on rebate terms under Branch Line Terms of 1910, of 2′ 0″ gauge extensions of the Darjeeling-Himalayan railway from—

(1) Siliguri to Kissengunge,
(2) Siliguri to the Teesta Bridge,
(3) Darjeeling to Lebong, and
(4) Ghum to Hum,

} (Bengal),

a total length of about 112 miles. The Branch Company has not yet been formed.

(*e*) *Krishnagar-Jalangi railway.*—Messrs. H. V. Low & Co. were granted a concession to float a Branch Company for the construction of a 2′ 6″ gauge railway from Krishnagar to Jalangi (Bengal), a length of about 56 miles. The line will be subsidised by the District Board of Nadia. The Company has not yet been formed.

TRAMWAYS.

(*f*) *Bukhtiarpore-Bihar Light railway.*—The Bukhtiarpore-Bihar Light Railway Company were granted a concession for the construction, under the Bengal Tramways Act, III of 1883, of a 2′ 6″ gauge extension of their line from Silao, the present terminus, to Rajgir (Bengal), a distance of about 5 miles. The District Board of Patna will extend to this extension the guarantee granted by them in regard to the existing line.

Rolling-stock and Safety Appliances.

12. For the year 1911-1912 a provision of Rs. 454 lakhs was made in the Budget estimates for additional rolling-stock for open lines of railway. This provision is only Rs. 12 lakhs less than that for 1910-1911.

App. 15 and 16. The additions made during the year 1911 to the rolling-stock of the railways consisted of 222 engines, 1,039 coaching vehicles and 3,485 goods vehicles, the number under supply being 253 engines, 1,245 coaching vehicles and 8,250 goods vehicles.

Subsequent to the 31st December 1911 the provision of 34 additional engines, 199 coaches and 1,044 wagons has been authorised.

App. 17. 13. Four hundred and thirty-five engines, 1,131 coaches and 8,002 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 5,713 engines, 17,462 coaches and 56,721 wagons, as against 1,702 engines, 3,944 coaches and 94,608 wagons not fitted.

App. 18. 14. One thousand three-hundred and twenty-four vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 17,415, as compared with 4,317 not fitted. The number fitted for gas was 376 and for electricity 948.

App. 19 and 20. 15. The fitting of passenger communication to vacuum-braked stock continues to be rapidly pushed on and the work has been completed on most of the principal railways. The number and class of trains and of carriages on railways which are so fitted is shown in Appendices 19 and 20.

16. *Accident Vans.*—A Committee of Medical and Railway Officers was appointed to consider the question of improving the facilities for giving medical aid on the occurrence of serious railway accidents, and as a result of their deliberations, a revised list of contents of medicine chests and appliances for provision in railway accident relief trains, together with plans of standard types of combined ambulance and surgery carriages (5′ 6″ and 3′ 3⅜″ gauges), were drawn up and ordered for adoption on State railways, the recommendations being at the same time circulated to other Railway Administrations for information.

Interlocking and Block Working.

17. One hundred and twenty-eight stations were fitted during the year with apparatus for interlocking points and signals, and 309 stations with automatic instruments for signalling trains between stations. App. 21.

Fares and Rates.

18. *General Classification of Goods.*—The General Classification by the Indian Railway Conference Association, was sanctioned and brought into force from the 1st September 1911, "subject to the condition that no railway shall charge for any commodity at a higher rate than that permissible on that railway on the 30th June 1910."

Famine traffic.—Owing to the prospects of a fodder famine in parts of the Bombay Presidency, the Punjab, Rajputana, and Central India in consequence of the partial failure of the south-west monsoon of 1911, the Railway Administrations, at the instance of the Railway Board, generally agreed to co-operate in the measures adopted by the Government for the protection of cattle by quoting specially reduced rates for the carriage of fodder. With a view to effecting the movement of fodder in quantities sufficiently large to provide for the safety of the cattle within the affected areas, it was further decided in September 1911 that, as in 1907-08, the freight on consignments of fodder as specified (excepting fodder for the Army Department) booked to stations in the affected areas should be recovered from the consignor or consignee at the rate of half an anna per four-wheeled, and one anna per bogie wagon per mile, and that the balance of freight calculated at the special reduced rates agreed to by Railway Administrations, or at the ordinary tariff rates in cases where the rate had not been specially reduced, should be paid by the Government.

Military traffic.—Pending the submission by the Indian Railway Conference Association of definite proposals for the adoption permanently or otherwise of the enhanced vehicle rates for the conveyance of military traffic, which were introduced tentatively for the years 1910 and 1911, sanction was accorded in December 1911 to their continuance until further notice.

Accidents.

19. The following is a statement of accidents of all descriptions to persons which have occurred during the last five years :— App. 22.

Year.	Passengers.						Servants.						Other persons.										Total all classes.	
	By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1907	45	150	150	459	195	609	40	120	405	546	145	666	51	44	919	303	189	7	35	36	1,194	390	1,834	1,665
1908	121	284	156	470	277	754	43	175	411	550	454	725	41	31	1,102	307	230	5	33	30	1,406	373	2,137	1,852
1909	29	127	161	487	190	614	31	131	334	531	365	662	47	36	1,116	269	187	12	26	30	1,376	347	1,931	1,623
1910	3	184	184	475	187	659	37	108	361	545	398	653	37	26	1,036	268	157	8	42	50	1,272	352	1,857	1,664
1911	12	134	198	565	210	699	27	125	396	666	423	791	49	39	1,126	301	223	8	47	31	1,445	379	2,078	1,869

The number of passengers killed from causes beyond their own control was 0·03 per million of passengers travelling, which gives an average of 1 in 1,197·74 millions of miles travelled.

20. The following are particulars of the more serious train accidents :—

No. 1 up passenger train was wrongly admitted on to the second line at Mohendranagar station, on the northern section of the *Eastern Bengal railway* (*3′ 3⅜″ gauge*), on the 6th January 1911, where it collided with No. 4 down mail train which was standing there. Four passengers and six railway servants were injured.

A trolly, conveying the Assistant Engineer, Maymyo, and a companion, ran into an up goods train between two small tunnels at mile 398—19-20-L., between Zibingyi and Sedaw stations on the Lashio branch of the *Burma railways*, on the 7th March 1911. Two of the trollymen were killed, and the Assistant Engineer's companion, who was fatally injured, died while being conveyed to Mandalay for treatment. The Assistant Engineer and the other two trollymen were seriously injured. The cause of the accident is not known.

A collision occurred between No. 61 up passenger train and No. 58 down local train at Sukkur station, on the *North Western railway*, on the 13th March 1911, due to the carelessness of the railway staff. Six passengers were injured and the rolling-stock was considerably damaged.

No. 8 down express passenger train was derailed and completely wrecked at mile 349½, between Sadisopur and Neora stations, on the *East Indian railway*, on the 5th April 1911, in consequence of a rail having been removed from the down main line by some person or persons unknown. One passenger was killed, and thirty-two passengers were more or less injured. The damage to rolling-stock was considerable.

No. 1 ballast train was derailed while entering the loop at Balamau station, on the *Oudh and Rohilkhand railway*, on the 9th April 1911, owing to the switch of the double slip not having been spiked and the points not having been properly secured. Three persons were killed and one was injured, and the rolling-stock and permanent-way were considerably damaged.

A collision occurred at Balasore station on the *Bengal-Nagpur railway*, on the 16th April 1911, between No. 161 down passenger and No. 204 up goods trains, owing to the former having been wrongly admitted to the line on which the latter was standing. Eighteen passengers and nine railway servants were injured, and the rolling-stock was considerably damaged.

No. 352 goods collided with No. 1 Boat mail train at mile 170-11, near Anatandavapuram station, on the *South Indian railway* (*3′ 3⅜″ gauge*), on the 18th April 1911, owing to the disregard of rules on the part of the assistant station master at that place. Four passengers and one railway servant were injured and the rolling-stock was seriously damaged.

No. 5 up mixed train was derailed between Lakhminia and Lakho stations, on the *Bengal and North-Western railway system*, on the 4th May 1911, due to the breaking of the buffer of a covered goods wagon on the train. Six passengers were killed and fourteen injured. Two of the latter subsequently died.

One of the two engines of the Jumna pilot, while coming out from Khanoodih extension (Katrasgarh) of the *East Indian railway*, on the 25th July 1911, with a rake of loaded wagons, collided with the other engine which was pushing some empties from the opposite direction, owing to the carelessness of the guard in charge of the pilot. A number of wagons were derailed and one of the engines was capsized. Five railway servants were injured.

While No. 257 down goods train was running over bridge No. 72, between Seoni and Bhoma stations on the Chhindwara branch of the *Bengal-Nagpur railway*, on the 7th August 1911, the engine was felt to sway and jump violently as it reached the second pier, when the drawbar between the engine and tender broke. The engine jumped forward and was brought to a stand about 80 feet beyond the abutment of the bridge, the tender fell over the bridge into the stream below; the ten wagons immediately following were capsized and lay on the further bank; the next three fell into the stream; the fourteenth was suspended from the second pier, and the fifteenth was derailed. The engine khalasi and a boy travelling on the engine were killed, and the rolling-stock and permanent-way were considerably damaged. The accident is reported to have been due to the excessive speed at which the train was travelling, combined with the sudden and full application of the vacuum brake from the rear of the train.

A motor trolly, conveying the Manager of the *Gondal-Porbandar railway including the Jetalsar-Rajkot railway*, from Jetalsar to Gondal, left the rails about 30 yards from a bridge of one 20-feet girder span near Gondal station on the 10th September 1911. The trolly ran against the right hand parapet, and was violently deflected and shot across the bridge sideways. The Manager was thrown against the coping, and sustained internal injuries from which he died a few hours later. Three of the trollymen were also injured. The accident was probably due to the trolly being driven at too fast a speed.

No. 1 Boat mail train collided with No. 4 passenger train which was standing at Sundaraperumalkoyil station platform, on the *South Indian railway* (*3′ 3⅜″ gauge*), on the 15th September 1911, owing to the driver of the former running against signals. Ten passengers were injured.

Damages by Floods and Rainfall.

21. *Bengal-Nagpur railway system.*—On the night of the 5th August 1911 heavy rain caused breaches in places on the Satpura railway, the most important being one of about three rail-lengths at a bridge at mile 630-5-8, where the water flowed about 2 feet over the top of the coping stones, and another, near a bridge at mile 632-2-3, where the line was submerged under 18 inches of water, the bank washed out for half its width for about a length of 300 feet and a gap of about 30 feet long made near an abutment of the bridge. Through traffic was resumed on the afternoon of the 8th August.

In August 1911 the line from Howrah to Madras was badly breached at mile 257, owing to abnormal floods and the bursting of the embankment of the Khoakhye river. A 20-feet girder road bridge was completely destroyed and 300 feet of 20-feet bank washed away. Transhipment of passengers was necessary between the 19th and 28th August.

On the night of 23rd September 1911 a severe cyclone passed across the East Coast section and caused heavy damage to both buildings and track. Practically all station buildings between mile 412 and mile 490 were unroofed, and the line at mile 468 was seriously breached by floods which came down the Langulia valley. Transhipment of passengers was necessary from 23rd to 29th September.

Bombay, Baroda and Central India railway system.—On the 27th and 28th September 1911 heavy rain caused breaches in places between Alwar and Delhi. One breach, at mile 0-6-B, occurred just as the engine of No. 1 up mail train was passing slowly over the spot; the engine and one bogie brakevan subsided into a hole and the third following bogie carriage was derailed. Transhipment was necessary up to the evening of the 29th September, when a diversion was laid and through traffic resumed.

Eastern Bengal railway system.—In July 1911 the line between Sorupeta and Tihu, on the Gauhati extension, was badly breached in several places owing to unusually heavy rain and floods. The permanent-way and several bridges were damaged, through communication was interrupted for nine days, and all coaching and goods traffic for and from Gauhati, Shillong, and other stations beyond Sorupeta, was diverted *viâ* Dhubri Ghat.

Madras and Southern Mahratta railway system.—On the night of the 16th October 1911 short lengths of the permanent-way between Singarayakonda and Surareddipalem stations, on the North-East section, were breached by heavy rain, necessitating the transhipment of passengers until through communication was restored on the morning of the 21st October.

South Indian railway system.—On the 20th December 1911 the Rameswaram-Dhanushkodi section (Pamban Branch), was breached in eleven places by heavy rain and high tides, resulting in the suspension of through traffic for about 7 days.

Assam-Bengal railway.—On the night of the 17th August 1911, the line was breached at mile 389—6, near Diphu station, due to the percolation of water from the Dharam Nala. No. 103 up goods train ran into the breach. The engine, 9 wagons and 1 timber truck capsized, the driver was killed and the fireman and the engine khalassi were injured. Transhipment of mails and passengers was necessary till the evening of the 21st August, when communication was restored by spanning the breach with 40-feet girders on sleeper stacks.

Bengal Dooars railway.—During the rains of July 1911, which were unusually heavy in the Dooars, serious breaches occurred on the Eastern extension. The damage was so severe in some places that it took two months to restore through communication, twenty miles of the embankment having been more or less damaged and one bridge washed away.

Railway Staff.

22. The total number in railway employ at the close of the year was 563,030, of which 7,699 were Europeans, 9,877 Anglo-Indians and 545,454 Indians. Of the Europeans and Anglo-Indians 14,632 were enrolled as volunteers. App. 23 and 24.

23. The use of railway schools continued to be appreciated, and at the close of 1911 there were 8,679 children and 8,280 apprentices and workmen attending schools.

Important Contracts and Agreements entered into and modifications of those existing.

Contracts.

24. *Bengal and North-Western railway.*—On the 7th December 1910 a contract was entered into between the Secretary of State and the Company for the construction, on the 3′ $3\frac{3}{8}$″ gauge, of a branch line from the Company's station at Thawe, *viâ* Tewaripatti and Padrauna, to Captainganj.

Sind Light railways.—A contract, dated the 13th July 1911, was entered into between the Secretary of State and the Company for the construction and working by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Agreements.

25. *Bombay, Baroda and Central India Railway Company and the Government of His Highness the Gaekwar of Baroda.*—An agreement, dated the 3rd December 1910, which had effect from 23rd October 1910, was entered into for the working, by the Company, of His Highness the Gaekwar's Manund Road-Chanasma-Harij and Chanasma-Bechraji railways. It was sanctioned in March 1911.

The Bombay Port Trust and the Great Indian Peninsula and Bombay, Baroda and Central India Railway Companies.—An agreement, dated the 2nd March 1911, was finally concluded between the two Railway Companies and the Bombay Port Trust, relative to the construction of the Bombay Port Trust railway and the provision of other facilities for the expansion of the export traffic in Bombay.

Great Indian Peninsula Railway Company and the Gwalior Durbar.—A revised agreement, having effect from the 1st January 1904, was entered into between the Great Indian Peninsula Railway Company and the Gwalior Durbar, for the working of the Gwalior Light railways, including the Sabalgarh extension.

Great Indian Peninsula Railway Company and the Matheran Steam Tramway Company.—An agreement, dated the 30th October 1909, which had effect from the date of the opening of the Matheran tramway, was entered into between the Matheran Steam Tramway Company and the Great Indian Peninsula Railway Company for the working of the tramway by the latter. It was formally sanctioned in February 1911.

Madras and Southern Mahratta Railway Company.—An agreement, dated the 15th September 1911, which had effect from 1st January 1909, was entered into between the Secretary of State and the Madras and Southern Mahratta Railway Company for the maintenance and working of the Dhone-Kurnool railway.

Miscellaneous.

26. *Amendment of the Indian Tramways Act, XI of 1886.*—The Bill further to amend the Act to make it applicable to mono-railways and to electric tramways was passed into law in March 1911.

Future working and management of the railways in Kathiawar.—It was stated in the Report for 1910 that the proposal, made by the Railway Board, regarding the introduction of the scheme for the separate working of the lines comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system, was subject to the condition that the members of the "coalition" should give up the claims set up by them against each other. The Government of Bombay subsequently recommended that this condition should be withdrawn, and that, in its place, it should be laid down that all the claims of the Railway Proprietors against each other should be submitted to arbitrators appointed by that Government. This recommendation was accepted, and the separate working of the several railways was introduced with effect from 1st April 1911, as under—

(*i*) Bhavnagar, including the Dhrangadra,
(*ii*) Gondal-Porbandar, including the Jetalsar-Rajkot,
(*iii*) Jamnagar, and
(*iv*) Junagad.

Deoghur railway.—The Deoghur 3′ $3\frac{3}{8}$″ gauge railway, 4·12 miles, was taken over by the East Indian Railway Company as from 1st July 1911, but the Company actually commenced to work the line on and from 9th November 1911.

Taxation by Municipalities of Railway Companies in India.—In the last Report it was stated that the question of the taxation of railways in India by Municipalities was under consideration. The notification issued on this subject by the Government of India in the Department of Commerce and Industry, No. 9977-Railways, dated the 29th November 1907, has since been cancelled, and a fresh notification has been issued specifying each tax which is payable by each Railway Administration to each particular local body.

Use of local manufactures for railway purposes.—Purchases of wagon frames and bodies built by local firms continued to be made during 1911 for the three State railways. A Government test-house is being built and is nearly completed at Alipur, near Calcutta under the Superintendent of Local Manufactures with the object of carrying on mechanical tests of metals and of cement purchased in the local market for State railways and other Government Departments. It is also intended to have chemical tests performed in this test-house. A Government Laboratory is also being erected at Kalimati, on the Bengal-Nagpur railway, in order to test on the spot the steel rails manufactured at Messrs. Tata and Sons' Iron and Steel Works for State railways.

Coronation Durbar at Delhi.—To deal with the exceptional traffic of the Coronation Durbar at Delhi in December 1911, the North Western railway constructed a total length of 19 miles of railway, of which 10 were double line, together with the requisite buildings and yards. The arrangements made proved adequate and all traffic was handled with promptitude.

Gratuities on retirement to subordinate employés of Indian railways.—With the approval of the Secretary of State the following rule was sanctioned for introduction on all Company-worked and State-worked railways in India, with effect from the 1st September 1911 :—

> "As an addition to the benefits given under the Provident Fund Rules, the Boards of Directors and the Railway Board, respectively, may, at their discretion, grant from Revenue to a subordinate employé on the Indian staff, or to his widow and children dependent on him, for good, efficient, faithful and continuous service, a bonus equal to a half month's actual pay at time of retirement for each year's service, subject to the proviso that no bonus shall be given to an employé of under 15 years' continuous service and that no bonus shall accrue for any year over 30 years' service."

Mr. J. H. Trott's map of railway systems.—This additional map is included only in copies of the report used for official purposes. It may be obtained by the public, on payment, from Mr. J. H. Trott, 66, Kilpauk High Road, Madras, who holds the copyright.

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines as the case may be.	Single line.	Double, treble, etc, lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12

PART

Railways, the transactions of which

I.—STATE LINES WORKED

	5′ 6″ GAUGE.										
1	Eastern Bengal ...	2-1-62	E. B. Ry. ...	...	...	...	...	...	397·30	111·73 (double) 31·3 (quadruple) 114·86	512·16
2	North Western ...	13-5-61	N. W. Ry.	2-5-11	Jaranwala ...	Shorkot Road	87·70	...	(d) 3,075·43	(e)580·87 (double)	3,656·30
				12-9-11	Dhilwan ...	Hamira ...	...	6·83			
				20-4-11	Jullundur Cantonment.	Phagwara ...	...	10·22			
				1-6-11	Phagwara ...	Ludhiana ...	...	22·15			
				10-1-11	Ludhiana ...	Doraha ...	...	14·00			
				10-1-11	Gobindgarh ...	Sirhind ...	...	5·00			
							87·70	Second line. 58·20			
3	Oudh and Rohilkhand ...	23-4-67	O. & R. Ry.	2-2-11	Sitapur City...	Sitapur Cantt.	2·28	...	(f) 1,423 66	8·33 (double)	1,431·99
				7-6-11	Gajroula ...	Chandpur ...	21·88	...			
				2-11-11	Phaphamau ...	Rae Bareli ...	68·90	...			
				2-11-11	Dalmau ...	Daryapur ...	15·33	...			
							108·39				
	Total ...	...	...	...	...	..	196·09	58·20	4,896 39	704·06	5,600·45
	3′ 3¾″ GAUGE.										
4	Cawnpore-Burhwal (3′ 3¾″ gauge) link.	24-11-96	B. & N. W. Ry. Co.	...	...	...	...	...	(j)79·60	...	79·60
5	Eastern Bengal ...	28-8-77	E. B. Ry. ...	...	...	...	...	...	962·22	...	962·22
6	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	...	...	...	...	...	(k)2·18	...	2·18
	Total ...	...	...	...	...	...	...	...	1,044·00	...	1,044·00
	2′ 6″ GAUGE.										
7	Eastern Bengal ...	18-7-81	E. B. Ry. ...	...	...	...	...	...	35·24	...	35·24
8	Kalka-Simla	9-11-03	N. W. Ry.	...	...	...	...	...	59·92	...	59·92
9	Kohat-Thal	1-4-03		...	...	...	...	...	61·75	...	61·75
10	Nowshera-Durgai ...	1-1-01		...	...	...	...	...	40·25	...	40·25
11	Trans-Indus (Kalabagh-Bannu).	...		...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	...	197·16	...	197·16
	2′ 0″ GAUGE										
12	Jorhat (Provincial) ...	15-12-84	Provincial Govt.	3-12-11	River Terminus station at Borghop.	Further down the river.	2·00	...	32·00	...	32·00
	Total State lines worked by the State.	...	...	...	...	...	198·09	58·20	6,169·55	704·06	6,873·61

DIX I.

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
I.										
pass through the Government accounts.										
BY THE STATE.										
633·28	263·61	896·89	7-9-11	E. B. Ry....	Dum Dum Junction.	Kankinara...	...	(*a*) 35·10 (3rd and 4th lines).	1	(*a*) Work commenced. (*b*) Work commenced on 11·36 miles only. (*c*) This is an independent 5′ 6″ gauge track alongside the existing 3′ 3⅜″ gauge line.
			30-6-10	E. B. Ry....	Approaches to Dum Dum Junction.	Chitpore yard—Canal Junction.	(*a*)2·84	...		
			10-12-08	State ...	Lower Ganges bridge at Sara—Bhairamara	Point near Gopalpur.	(*b*)14·22	(*a*) 10·98 (2nd line).		
			28-12-11	E. B. Ry....	Sara ...	Santahar ...	(*a*) & (*c*) 48·51	...		
							65·57	46·08		
4,237·17	1,078·78	5,315·95	9-2-11	N. W. Ry.	Jakhal ...	Hissar ...	(*a*)50·63	...	2	(*d*) Includes 3·50 miles, between Hussainiwala and Ferozepore Cantonment (military line, not intended to be used for ordinary public traffic), and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura over which the Rajputana-Malwa railway trains also work. (*e*) Includes 2·13 miles, between Lahore Cantonment East and Lahore Cantonment West, (military line, not intended to be used for ordinary public traffic).
			2-3-11		Sarai Kala...	Havelian ...	(*a*)34·50	...		
			5-5-11		Jullundur ...	Hoshiarpur...	(*a*)24·03	...		
			14-10-11		Lahore ...	Raewind ..	...	2nd line. (*a*)24·75		
			12-4-10		Ambala ...	Saharanpur	...	2nd line. (*a*)43·29		
							109·16	68·04		
1,440·32	(*g*)277·72	1,718·04	20-9-10	O. & R. Ry.	Akbarpur ...	Tanda ...	(*a*)11·07	...	3	(*f*) Excludes 2·18 miles of 3′ 3⅜″ gauge line at Benares shown under 3′ 3⅜″ gauge, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line, between Burhwal and Bara Banki, 1·17 miles of 3′ 3⅜″ gauge line over the Ramgunga bridge, Bareilly, and 0·49 mile of mixed (5′ 6″ and 3′ 3⅜″) gauge line over the Ramgunga bridge, Moradabad, over which the Rohilkund and Kumaon railway trains also work.
			12-10-10		Dhakia ..	Sambhal ...	(*a*)14·64	...		
			5-3-09		Unchahar ...	Unao ...	(*h*)69·08	...		
			8-2-11		Cawnpore ...	Khirada ...	(*a*)75·92	...		
			8-2-11		Sumerpore...	Belatal ...	(*i*)64·55	...		
			3-2-10		Saharanpur	Khan Alampura.	...	2nd line. (*a*) 1·33		
			26-4-10		Benares Cantt.	Moghal Sarai	...	2nd line. (*a*) 9·07		
							235·26	10·40		
6,310·77	1,620·11	7,930·88	...	...	...	...	409·99	124·52		
79·60	10·26	89·86	...	...	...	...	...	...	4	(*g*) Includes 1·06 miles of 3′ 3⅜″ gauge sidings on mixed (5′ 6″ and 3′ 3⅜″) gauge section between Burnwal and Bara Banki. (*h*) Since opened. (*i*) Not commenced.
962·22	221·40	1,183·62	21-12-10	E. B. Ry.	Singhjani ...	Fulchhari ...	(*a*)27·82	...	5	
			14-12-09		Rangiya ...	Tangla ...	(*a*)24·30	...		
			12-10-11		Raja Bhat-Khawa.	Dalsingpara	(*a*)17·43	...		
							69·55			
2·18	...	2·18	...	...	...	...	...	...	6	
1,044·00	231·66	1,275·66	...	...	...	...	69·55	...		
35·24	1·57	36·81	...	...	...	...	...	...	7	(*j*) Excludes 3·40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj, worked over, but includes 16·79 miles referred to in remark (*f*) above and 0·59 mile over the Ganges bridge, Cawnpore.
59·92	8·01	67·93	...	...	...	..	...	...	8	
61·75	3·08	64·83	...	...	...	...	...	...	9	
40·25	5·71	45·96	...	...	...	...	...	...	10	(*k*) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.
...	...	...	30-12-09	N. W. Ry.	Kalabagh ...	Bannu ...	(*a*)88·66	...	11	
197·16	18·37	215·53	...	...	...	...	88·66	...		
32·00	2·04	34·04	...	...	...	...	...	...	12	
7,583·93	1,872·18	9,456·11	...	...	...	...	568·20	124·52		

APPEN

Details of mileage open and

PART

Railways, the transactions of which

II.—STATE LINES WORKED

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
				Date of opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	5' 6" Gauge.										
13	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	15-10-11	Loop line at Delhi ...		0·24	0·24(2nd line).	125·66	0·24 (double)	125·90
14	Baran-Kotah ...	1-7-08	G. I. P. Ry. Co.	...	...	...	...	...	40·29	...	40·29
15	Bengal-Nagpur ...	0-0-80	B. N. Ry. Co.	15-3-11	Itwari ...	Nagpur ...	4·50	...	1,778·48	73·23 (double)	1,851·71
				1-2-11	Kalimati ...	Onlajori ...	34·12	...			
				6-4-11	Onlajori ...	Gorumahisani	5·98	..			
							44·60				
16	Bezwada Extension ...	10-2-89	N. G. S. Ry. Co.	...	...	...	...	...	20·58	...	20·58
17	Bhopal Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	...	...	...	...	...	12·13	...	12·13
18	Bombay, Baroda and Central India.	10-2-60	B. B. & C. I. Ry. Co.	..	...	...	...	...	213·22	251·90 (double)	(d) 465·12
19	East Indian	15-8-54	E. I. Ry. Co.	19-1-11	Barharwa ...	Dhulian-Ganges	16·72	...	1,635·47	609·75 (double)	2,261·74
				1-7-11	Bhagalpur ...	Mandar Hill	31·55	...		13·59 (triple)	
				6-7-11	Mirzapore ...	Bindhachal ...	...	3·86 (Second line.)		2·42 (quadruple)	
				12-7-11	Bindhachal ...	Birohi ...	...	2·54 (Second line.)		0·51 (sextuple).	
				26-9-11	Birohi ...	Gaipura ...	...	3·95 (Second line.)			
				10-10-11	Gaipura ...	Jigna ...	...	4·09 (Second line.)			
				16-11-11	Jigna ...	Mandah Road	...	4·47 (Second line.)			
				30-11-11	Mandah Road	Unchdih ...	...	4·44 (Second line.)			
				23-11-11	Unchdih ...	Meja Road	...	4·56 (Second line.)			
				26-10-11	Meja Road ...	Tonse Bridge	...	2·83 (Second line.)			
				10-4-11	Tonse Bridge	Bheerpur ...	...	4·67 (Second line.)			
				9-4-11	Bheerpur ...	Karchana ..	...	6·00 (Second line.)			
							48·27	41·41		626·27	
20	Godhra-Rutlam-Nagda ...	16-1-93	B. B. & C. I. Ry. Co.	...	...	...	...	...	141·14	...	141·14
21	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	...	...	...	...	...	1,800·94	615·17 (double) 4·29 (quadruple.)	2,420·46
										619·46	
22	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	...	...	...	...	...	(g) 986·79	44·94 (double)	1,031·73
23	Nagda-Muttra ...	15-7-07	B. B. & C. I. Ry. Co.	...	...	...	...	...	339·35	...	339·35
24	Rajputana-Malwa ...	1-1-76	See remarks (h) and (i) in column 23.	...	...	...	...	...	(h) 5·17	(i) 0·09	5·26
25	South Indian ...	23-5-60	S. I. Ry. Co.	...	...	...	...	...	445·94	...	445·94
	Total ...	...	...	...	...	...	93·11	41·65	7,545·16	1,616·13	9,161·29

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
I—*contd.*										
pass through the Government Accounts.										
BY COMPANIES.										
125·90	50·05	175·95	..	...	...	...	...	...	13	
40·29	3·39	43·68	...	...	...	...	...	...	14	
1,924·94	420·51	2,345·45	26-1-06 9-2-11 17-3-11	B. N. Ry. Co.	Parvatipuram Mohuda ... Bobbili ...	Raipur ... Jamuni ... Saluru ...	(*a*)260·67 (*b*)12·02 (*b*)10·30 282·99	... ...	15	(*a*) Work commenced on 37·48 miles only. (*b*) Work commenced.
20·58	0·97	21·55	...	...	...	...	...	...	16	
12·13	(*c*)	12·13	...	...	...	...	...	...	17	(*c*) Included with the Native State section, serial No. 111.
717·02	143·48	860·50	...	...	...	...	...	...	18	(*d*) Excluding 39·23 miles of 3′ 3⅜″ gauge line between Viramgam and Wadhwan, shown under 3′ 3⅜″ gauge.
2,908·48	938·62	3,847·10	5-3-06 23-6-05 27-9-10	E.I.Ry. Co.	Dhulian-Ganges. Katwa ... Uttarpara ...	Katwa ... Hooghly ... Baidyabati...	... (*b*)84·70 (*b*)64·80 ... 149·50	... ... (*b*) 12·23 (third line). 12·23	19	
141·14	17·39	158·53	...	...	...	...	...	...	20	
3,048·44	610·20	3,658·64	8-6-08 8-6-08 8-6-08 17-2-05	G. I. P. Ry. Co.	Itarsi ... Hirdagarh... Pandhurna... Ravali ...	Hirdagarh... Jamai ... Nagpur ... Mahim ...	(*b*) 115·95 (*e*) 6·69 (*e*)64·83 (*f*) 1·30 188·77	... ... (*f*)1·30 (2nd line) 1·30	21	(*e*) Not commenced. (*f*) Opening deferred.
1,076·67	208·11	1,284·78	...	...	...	...	...	...	22	(*g*) Includes 1·90 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna Block hut.
339·35	58·21	397·56	28-4-11	B. B. & C. I. Ry. Co.	Bayana ...	Agra ...	(*b*) 49·58	...	23	
5·35	11·81	17·16	...	...	...	...	...	...	24	
445·94	68·09	514·03	...	...	...	...	...	...	25	(*h*) 2·10 miles at Ujjain worked by the Bombay, Baroda and Central India railway, and 3·07 miles at Agra worked by the East Indian railway. (*i*) Mileage at Delhi, worked by the Agra-Delhi Chord railway.
10,806·23	2,530·83	13,337·06	...	...	...	...	670·84	13·53		

APPEN

Details of mileage open and

PART

Railways, the transactions of which

II.—STATE LINES WORKED

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
				Section opened.			Mileage opened.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	3′ 3⅜″ Gauge.										
26	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	...	...	...	...	...	789·89	...	789·89
27	Bombay, Baroda and Central India.	14-12-02	B. B. & C. I. Ry. Co.	...	...	...	...	...	(d) 39·23	...	39·23
28	Burma	2-5-77	B. Rys. Co.	25-8-11 10-8-11 26-5-11 22-5-11 1-8-11 2-10-11 26-5-11 3-8-11	Malagon ... Pegu ... Shwele ... Payagyi ... Pyinbongyi ... Kadok ... Paungdawthi ... Daiku ...	Bauktaw ... Shwele ... Payagyi ... Pyinbongyi ... Kadok ... Paungdawthi ... Daiku ... Pyuntaza ...	1·70	... 5·57 4·91 7·88 6·25 4·73 5·30 6·73	1,222·91	118·94 (double)	1,341·85
							1·70	41·32			
29	Burma extensions ...	15-4-07	B. Rys. Co.	...	...	...	...	...	186·93	...	186·93
30	East Indian	23-12-82	E. I. Ry. Co.	...	...	...	...	...	4·12	...	4·12
31	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	...	...	...	...	...	32·00	...	32·00
32	Jodhpur-Hyderabad (British section) (f).	18-8-92	J. B. Ry. ...	...	...	...	...	...	123·98	...	123·98
33	Lucknow-Bareilly ...	12-10-84	R. & K. Ry. Co.	2-1-11	Sonaripur Junction.	Kauriala Ghat	20·62	...	257·57	...	257·57
34	Madras and Southern Mahratta.	24-3-84	M. & S. M. Ry. Co.	...	...	...	...	...	(g) 1,520·80	...	1,520·80
35	Mysore section (Madras and Southern Mahratta railway).	1-2-81		...	...	...	...	..	296·22	...	296·22
36	Nilgiri	15-6-99	S. I. Ry. Co.	...	...	...	...	...	28·96	...	28·96
37	Palanpur-Deesa (h) ...	8-11-93	B. B. & C. I. Ry. Co.	...	...	...	...	...	17·28	...	17·28
38	Rajputana-Malwa ...	14-2-73		...	...	...	...	...	1,768·41	2·92 (double)	(i) 1,771·33
39	South Indian ...	15-7-61	S. I. Ry. Co.	...	...	...	...	...	876·80	...	876·80
40	Southern Shan States ...	...	...	...	...	...	...	...	...	...	...
41	Tinnevelly-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	...	...	...	...	...	50·41	...	50·41
42	Tirhoot	1-11-75	B. & N. W. Ry. Co.	...	...	...	...	...	758·99	10·05 (double)	769·04
	Total ...	...	...	...	...	...	22 32	41·32	7,974·50	131·91	8,106·41

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
I—*contd.*										
pass through the Government Accounts.										
BY COMPANIES—*contd.*										
789·89	124·83	914·72	3-3-06 17-8-10	A. B. Ry. Co.	Kalaura ... Bhairab Bazar	Fenchuganj Tangi ...	(*a*) 15·07 (*b*) & (*c*) 39·46 54·53	...	26	(*a*) Since opened. (*b*) Excluding wagon ferry, 2·50 miles. (*c*) Work commenced.
39·23	3·43	42·66	...	...	...	...	...	...	27	(*d*) This is the length between Viramgam and Wadhwan.
1,460·79	292·89	1,753·68	...	...	...	...	...	...	28	
186·93	35·59	222·52	1-6-06	B. Rys. Co.	Begayet ...	Neikban ...	(*e*) 66·25	...	29	(*e*) In abeyance.
4·12	0·69	4·81	...	...	...	...	...	...	30	
32·00	2·82	34·82	...	...	...	...	...	...	31	
123·98	13·76	137·74	...	...	...	...	...	...	32	(*f*) The Native State section of this railway forms an integral part of the Jodhpur railway.
257·57	37·26	294·83	24-5-09 23-9-10	R. & K. Ry. Co.	Pilibhit ... Sarota Phanta	Barmdeo ... Garwari Ghat	(*c*)38·75 (*c*)15·89 54·64	...	33	
1,520·80	167·68	1,688·48	...	...	...	...	...	...	34	(*g*) Includes 1·90 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bezwada and Kistna Block hut.
296·22	30·82	327·04	...	...	...	...	...	...	35	
28·96	3·85	32·81	...	...	...	...	...	...	36	
17·28	1·29	18·57	...	...	...	...	...	...	37	(*h*) This line is the joint property of Government and the Palanpur Durbar.
1,774·25	343·58	2,117·83	...	...	...	...	...	...	38	(*i*) Excludes 5·26 miles of 5′ 6″ gauge line shown under 5′ 6″ gauge, but includes 26·28 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bhatinda and Kot Kapura over which the North Western railway trains also work
876·80	148·98	1,025·78	16-9-04 16-9-04	S. I. Ry. Co.	Mandapam... Toni Torai...	Toni Torai... Pamban ...	(*c*)1·86 (*c*)1·33 3·19	...	39	
...	...	...	23-7-09	B. Rys. Co.	Thazi ...	Yawnghwe	(*c*)100·00	...	40	
50·41	(*j*)12·90	63·31	...	...	...	...	...	...	41	(*j*) Includes sidings on the Native State section, serial No. 129.
779·09	147·66	926·75	16-2-09 17-12-09 9-2-11	B. & N. W. Ry. Co.	Bagmati bridge approaches. Samastipur Roserah ...	at Dhang and Roserah ... Khagaria ...	(*c*)4·94 (*c*)17·20 (*c*)37·00 59·14	...	42	
8,238·32	1,368·03	9,606·35	...	...	...	...	337·75	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
				Date of opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which
	2′ 6″ Gauge.										**II.—STATE LINES WORKED**
43	Broach-Jambasar ...	...	..	...	...	...	...	...	...	...	...
44	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	15-3-11	Line at Itwari		1·49	...	181·26	...	181·26
45	Jubbulpore-Gondia Extension.	18-4-03	B. N. Ry. Co.	...	...	...	...	...	275·39	...	275·39
46	Morappur-Dharmapuri...	18-1-06	S. I. Ry. Co.	...	...	...	...	...	18·53	...	18·53
47	Nagpur-Chhindwara ...	1-1-11	B. N. Ry. Co.	1-1-11 10-5-11 1-1-11	Itwari ... Lodhikhera ... Saoner Junction	Lodhikhera ... Sausar ... Khapa ...	39·00 7·40 4·54 50·94	... ...	50·94	...	50·94
48	Purulia-Ranchi ...	15-11-07	B. N. Ry. Co.	...	...	...	...	...	72·68	...	72·68
49	Raipur-Dhamtari ...	10-9-00	B. N. Ry. Co.	...	...	...	...	...	56·94	...	56·94
50	Tirupattur-Krishnagiri...	18-9-05	S. I. Ry. Co.	...	...	...	...	...	25·38	...	25·38
	Total ...	...	...	...	...	...	52·43	...	681·12	...	681·12
	2′ 0″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	Total State lines worked by Companies.	...	...	...	...	...	167·86	82·97	16,200·78	1,748·04	17,948·82
											III.—COMPANIES' LINES GUARANTEED
	5′ 6″ Gauge.										
51	Hardwar-Dehra ...	1-3-00	O. & R. Ry.	...	...	...	...	...	32·04	...	32·04
	3′ 3¾″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	2′ 6″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	2′ 0″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	Total Companies' lines guaranteed by Government under modern contracts.	...	...	...	...	...	...	...	32·04	...	32·04
											IV.—LEASED
	5′ 6″ Gauge.										
52	South Bihar ...	5-7-99	E. I. Ry. Co.	...	...	...	...	...	79·19	...	79·19
	3′ 3¾″ Gauge *Nil.*	...	...	...	...	...	...	...	...	...	...
	2′ 6″ Gauge *Nil.*	...	...	...	...	...	...	...	...	...	...
	2′ 0″ Gauge. *Nil.*	...	...	...	...	...	...	...	...	...	...
	Total Leased lines ...	...	...	...	...	...	...	...	79·19	...	79·19
	Total Part I ...	...	...	...	...	...	365·95	141·17	22,481·56	2,452·10	24,933·66

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23

I—*concld.*

pass through the Government accounts.

BY COMPANIES—*concld.*

...	...	...	28-4-11	B. B. & C. I. Ry. Co.	Broach ...	Jambusar ...	(a)29·15	...	43	(a) Work commenced.
181·26	15·82	197·08	26-8-04	B. N. Ry. Co.	Rajoli ...	Chanda ...	(a)38·13	...	44	
275·39	31·77	307·16	24-6-04 30-12-09	B. N. Ry. Co.	Khirsadoh Balaghat ...	Sirgora ... Katangi ...	(b)8·43 (a)29·24	... ...	45	(b) Not commenced.
							37·67			
18·53	2·27	20·80	2-3-09	S.I. Ry. Co.	Dharmapuri	Hosur ...	(a)54·87	...	46	
50·94	4·50	55·44	10-2-09	B. N. Ry. Co.	Sausar ... Katchidhana	Chhindwara Branch ...	(a)42 23 (a)3·92	... ...	47	
							46·15			
72·68	7·90	80·58	20-2-11	B. N. Ry. Co.	Ranchi ...	Lohardaga...	(a)42·83	...	48	
56·94	3·50	60·44	...	...	...	...	...	...	49	
25·38	2·52	27·90	...	...	...	...	...	...	50	
681·12	68·28	749·40	...	...	...	...	248·80	...		
...	...	...	...	...	...	...	...	...		
19,725·67	3,967·14	23,692·81	...	...	...	...	1,257·39	13·53		

BY GOVERNMENT UNDER MODERN CONTRACTS.

32·04	4·47	36·51	...	...	...	...	...	...	51	
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
32·04	4·47	36·51	...	...	...	...	...	...		

LINES.

79·19	8·61	87·80	...	...	...	...	...	...	52	
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
79·19	8·61	87·80	...	...	...	...	...	...		
27,420·83	5,852·40	33,273·23	...	...	...	...	1,825·59	138·05		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
				Section opened.			Mileage opened.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which do
											V.—DISTRICT
	5′ 6″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ Gauge.										
53	Bezwada-Masulipatam ...	4-2-08	M. & S. M. Ry. Co.	...	...	...	...	...	51·80	...	51·80
54	Tanjore District Board...	2-4-94	S. I. Ry. Co.	...	...	...	...	...	103·36	...	103·36
	Total ...	...	...	...	...	...	...	...	155·16	...	155·16
	2′ 6″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2′ 0″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total District Boards' lines.	...	...	...	...	...	...	...	155·16	...	155·16
	5′ 6″ Gauge.										**VI.—BRANCH LINE COMPANIES' RAILWAYS**
55	Amritsar-Patti ...	21-9-06	N. W. Ry.	...	...	...	...	...	54·26	...	54·26
56	Jullundur-Doab ...	...	N. W. Ry.	...	...	...	...	...	...	...	...
57	Southern Punjab ...	10-11-97	N. W. Ry.	...	...	...	...	...	424·06	...	424·06
58	Southern Punjab "Ludhiana" Extension.	10-6-05	N. W. Ry.	...	...	...	...	...	152·04	...	152·04
59	Sutlej Valley ...	6-7-10	N. W. Ry.	...	...	...	...	...	208·19	...	208·19
60	Tapti Valley ...	1-12-98	B. B. & C. I. Ry. Co.	...	...	...	...	...	155·48	...	155·48
	Total ...	...	...	...	...	...	...	...	994·03	...	994·03
	3′ 3⅜″ Gauge.										
61	Ahmedabad-Dholka ...	23-2-03	B. B. & C. I. Ry. Co.	...	...	...	...	...	33·54	...	33·54
62	Ahmedabad-Parantij ...	1-5-97	B. B. & C. I. Ry. Co.	1-7-11	Himmatnagar	Khed Brahma	34·00	...	88·70	...	88·70
63	Mymensingh-Jamalpur-Jagannathganj.	15-10-98	E. B. Ry.	...	...	...	...	...	55·22	...	55·22
	Total ...	...	...	...	...	...	34·00	...	177·46	...	177·46
	2′ 6″ Gauge.										
64	Nadiad-Kapadvanj ...	...	...	...	...	...	...	...	...	...	...
	2′ ″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total branch line Companies' railways assisted by Government under "rebate" terms.	...	...	...	...	...	34·00	...	1,171·49	...	1,171·49

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II.										
not pass through the Government accounts,										
BOARDS' LINES.										
...	...	...	...	...	...	...	...	...		
51·80	7·53	59·33	...	...	...	...	...	...	53	
103·36	9·04	112·40	...	...	...	...	...	...	54	
155·16	16·57	171·73	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
155·16	16·57	171·73	...	...	...	...	...	...		
ASSISTED BY GOVERNMENT UNDER "REBATE" TERMS.										
54·26	7·42	61·68	...	...	...	...	...	...	55	
...	...	...	2-6-11	S. P. Ry. Co.	Ferozepore Cantt.	Jullundur City.	(a)73·14	...	56	(a) Work commenced.
					Lohian ...	Phillour ...	(a)39·89	...		
							113·03			
424·06	80·51	504·57	...	...	...	...	...	...	57	
152·04	16·43	168·47	...	...	...	...	...	...	58	
208·19	27·26	235·45	...	...	...	...	...	...	59	
155·48	10·17	165·65	...	...	...	...	...	...	60	
994·03	141·79	1,135·82	...	...	...	...	113·03	...		
33·54	2·78	36·32	...	...	...	...	...	...	61	
88·70	(b) 12·07	100·77	...	...	...	...	...	...	62	(b) Includes 1·63 miles of 5' 6" gauge sidings.
55·22	10·17	65·39	...	...	...	...	...	...	63	
177·46	25·02	202·48	...	...	...	...	...	...		
...	...	...	12-1-11	Gujarat Rys. Co.	Nadiad ...	Kapadvanj...	(a)27·98	...	64	
...	...	...	...	...	...	...	...	...		
1,171·49	166·81	1,338·30	...	...	...	...	141·01	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which do
											VII.—COMPANIES' LINES GUARANTEED
	5′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2′ 6″ GAUGE.										
65	Bangalore-Chickballapur Light.	...	...	...	...	...	...	...	...	...	...
	2′ 0″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total Companies' lines guaranteed by Native States.	...	...	...	...	...	...	...	...	...	...
											VIII.—ASSISTED COMPANIES' LINES SUBSIDIZED
	5′ 6″ GAUGE.										
66	Delhi-Umballa-Kalka ...	1-3-91	E. I. Ry. Co.	...	...	...	...	...	192·12	...	192·12
	3′ 3⅜″ GAUGE.										
67	Rohilkund and Kumaon	12-10-84	R. & K. Ry. Co	24-2-11	Pilibhit Junction.	Bisalpur ...	(*b*) 23·14	...	225·20	...	225·20
	2′ 6″ GAUGE.										
68	Murtajapur-Ellichpur ...	...	...	...	...	...	...	...	...	...	...
	2′ 0″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total Assisted Companies' lines subsidized by the Government of India.	...	...	...	...	...	23·14	...	417·32	...	417·32
											IX.—ASSISTED COMPANIES' LINES
	5′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ GAUGE.										
69	Dibru-Sadiya ...	15-8-82	Assam Rys. & Trading Co.	...	...	...	...	...	86·02	...	86·02
	2′ 6″ GAUGE.										
70	Maungdaw-Buthidaung...	...	...	...	...	...	...	...	...	...	...
	2′ 0″ GAUGE.										
71	Darjeeling-Himalayan ...	23-8-80	D. H. Ry. Co.	...	...	...	...	...	51·00	...	51·00
	Total Assisted Companies' lines subsidized by Local Governments.	...	...	...	...	...	...	...	137·02	...	137·02

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
BY NATIVE STATES.										
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		o
...	...	...	10-9-09	B. C. Lt. Ry. Co.	Bangalore ...	Chickballapur	(a)37·95	...	65	(a) Not commenced.
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	37·95	...		
BY THE GOVERNMENT OF INDIA.										
192·12	21·78	213·90	...	...	...	...	...	...	66	(b) Opened only in a restricted sense, and did not form part of the open mileage earning revenue.
225·20	30·51	257·71	17-6-09	R. & K. Ry. Co.	Bisalpur ...	Carewganj (Shajahanpur).	(c)31·12	...	67	(c) Since opened.
					Shahbaznagar	Shahjahanpur	(a)2·56	...		
							33·68			
...	...	...	14-12-10	B. I P. Ry. Co.	Murtajapur	Ellichpur ...	(a)47·65	...	68	
...	...		...	...	...	...	...	...		
417·32	52·29	469·61	...	...	...	...	81·33	...		
SUBSIDIZED BY LOCAL GOVERNMENTS.										
...	...	...	...	...	...	...	...	...		
86·02	14·01	100·03	...	...	...	...	...	...	69	
...	...	...	31-3-11	Arakan Flotilla Company.	Maungdaw	Buthidaung	(a) 17·25	...	70	
51·00	4·24	55·24	...	...	...	...	...	...	71	
...	...	...	...	...	...	...	...	...		
137·02	18·25	155·27	...	...	...	...	17·25	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12

PART

Railways, the transactions of which do

X.–ASSISTED COMPANIES' LINES

	5′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ GAUGE.										
72	Bengal-Dooars ...	15-1-93	B. D. Ry. Co.	...	...	.	...	...	36·40	...	36·40
	2′ 6″ GAUGE.										
73	Arrah-Sasaram Light ...	6-3-11	A. S. Lt. Ry. Co.	6-3-11	Arrah ...	Sasaram ...	60·50	...	60·50	...	60·50
74	Baraset-Basirhat Light ...	1-2-05	B. B. Ry Co.	...	...	...	...	...	51·12	...	51·12
75	Bukhtiarpore-Bihar Light	1-7-03	B. B. Lt. Ry Co.	1-11-11	Silao ...	Rajgir Kund	5·00	...	33·00	...	33·00
76	Jessore-Jhenidah Light...	...	...	...	...	...	...	...	...	...	...
77	Tezpore-Balipara Light...	9-8-94	T. B. Lt. Ry. Co.	...	...	...	...	...	20·10	...	20·10
	Total ...	...	...	...	...	...	65·50	...	164·72		164·72
	2′ 0″ GAUGE.										
78	Howrah-Amta Light ...	1-7-97	H. A. Lt. Ry. Co.	...	...	...	...	...	43·87	...	43·87
79	Howrah-Sheakhala Light	2-8-97	H S. Lt. Ry. Co.	...	...	...	...	...	19·75	...	19·75
	Total ...	...	...	...	...	...	...	...	63·62	...	63·62
	Total Assisted Companies' lines subsidized by District Boards.	...	...	...	...	...	65·50	...	264·74	...	264·74

XI.–ASSISTED COMPANIES' LINES RECEIV-

	5′ 6″ GAUGE.										
80	Tarkessur	1-1-85	E. I. Ry. Co.	...	...	...	...	...	22·21	...	22·21
	3′ 3⅜″ GAUGE.										
81	Bengal and North-Western	2-4-84	B. & N. W Ry. Co.	13-3-11	Burhwal Junction.	Sitapur ...	59·76	...	1,175·84	...	1,175·84
82	Bengal Dooars extensions	20-4-09	B. D. Ry. Co.	...	...	...	...	...	116·56	...	116·56
83	Mirpur Khas-Jhudo ...	18-4-09	J. B.Ry.	...	...	...	...	...	50·43	...	50·43
84	Mirpur Khas-Khadro ...	...	J. B.Ry.	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	59·76	...	1,342·83	...	1,342·83
	2′ 6″ GAUGE.										
85	Barsi Light	1-3-97	B. Lt. Ry. Co.	1-5-11	Tadwale	Latur ...	36·99	...	115·84	...	115·84
86	Champaner-Shivrajpur Light.	2-2-11	Shivrajpur Syndicate.	2-2-11	Champaner Road Junction.	Champaner City	11·00	...	20·24	...	20·24
				10-11-11	Champaner City	Shivrajpur ...	6·00	...			
				1-1-11	Shivrajpur ...	Bamankua mines.	1·44	...			
				24-1-11	Shivrajpur ...	Shivrajpur mines.	1·80	...			
							20·24				
	Carried over ...	...	...	...	...	...	57·23	...	136·08	...	136·08

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
SUBSIDIZED BY DISTRICT BOARDS.										
...	...	...	...	...	...	...	...	...		
36·40	4·37	40·77	...	...	...	...	...	...	72	
60·50	4·00	64·50	...	...	...	...	...	...	73	
51·12	5·05	56·17	...	...	...	...	...	...	74	
33·00	2·50	35·50	...	...	...	...	...	...	75	
...	...	...	2-12-10	J. J. Lt. Ry. Co.	Jessore ... Kaliganj ...	Jhenidah Kot Chandpur	(a) 28·90 (a) 7·90 36·80	... ...	76	(a) Work commenced.
20·10	1·11	21·21	...	...	...	...	...	...	77	
164·72	12·66	177·38	...	...	...	...	36·80	...		
43·87	5·04	48·91	20-3-02	H. A. Lt. Ry. Co.	Autpur ...	Rajbulhat ...	(b) 3·50	...	78	(b) Not commenced.
19·75	2·40	22·15	...	...	...	...	...	...	79	
63·62	7·44	71·06	...	...	...	...	3·50			
264·74	24·47	289·21	...	...	...	...	40·30	...		
ING LAND ONLY FROM GOVERNMENT.										
22·21	3·42	25·63	...	...	...	...	...	...	80	
1,175·84	193·50	1,369·34	9-5-08 26-1-09 4-10-09 21-7-10	B. & N. W. Ry. Co.	Gogra bridge at Manjhi Ghat and approaches. Jhusi ... Allahabad .. Gundak bridge at Bagaha and approaches. Thawe ... Captainganj		(c) 4·81 (a) 3 99 (a) 5·43 (a) 59·75 73·98	... ...	81	(c) Since opened.
116·56	11·80	128·36	...	...	...	...	..	...	82	
50·43	2·63	53·06	...	...	...	...	...	...	83	
...	...	...	19-9-10	J. B. Ry.	Mirpur Khas	Khadro	(c)49·50	...	84	
1,342·83	207·93	1,550·76	...	...	...	...	123·48			
115·84	12·96	128·80	21-11-08	B. Lt. Ry. Co.	Pandharpur	Pandharpur town.	(b) 1·36	...	85	
20·24	2·74	22·98	...	...	...	...	...	...	86	
136·08	15·70	151·78	...	...	...	...	1·36	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911		
				Date of opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	2′ 6″ GAUGE—*concld.*										
	Brought forward	...	...	...	...	...	57·23	...	136·08	...	136·08
87	Dwara-Therria Light ...	...	...	...	...	...	...	...	...	...	...
88	Powayan Light ..	17-6-90	R. & K. Ry. Co.	...	...	...	...	...	39·50	...	39·50
89	Shahdara-(Delhi)-Saharanpur Light.	7-5-07	S. S. Lt. Ry. Co.	...	...	...	...	...	92·50	...	92·50
	Total ...	...	...	...	...	...	57·23	...	268·08	...	268·08
	2′ 0″ GAUGE.										
90	Matheran Light ...	22-3-07	G. I. P. Ry. Co	...	...	...	...	...	12·61	...	12·61
	Total Assisted Companies' lines receiving land only from Government.	...	...	...	...	...	116·99	...	1,645·73	...	1 645·73
	5′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ GAUGE.										
91	Ledo and Tikak-Margherita colliery.	17-2-84	Assam Rys. & Trading Co.	...	...	...	...	...	5·50	...	5·50
	2′ 6″ GAUGE.										
92	Ambaji-Taranga Light ...	...	...	...	...	...	...	...	...	...	...
93	Dehri-Rohtas Light ...	6-2-11	D. R. Lt. Ry. Co.	6-2-11	Dehri on Sone	Rohtas (Akbarpur).	23·83	...	23·83	...	23·83
94	Madaya Light ...	...	...	...	...	...	...	...	...	...	...
95	Tarkessur-Magra Light	7-11-94	B. P. Ry. Co.	...	...	...	...	...	33·27	...	33·27
	Total ...	...	...	...	...	...	23·83	...	57·10	...	57·10
	2′ 0″ GAUGE.										
96	Jagadhri Light ...	11-8-11	J. Lt. Ry. Co	11-8-11	Jagadhri Junction.	Jagadhri town	3·31	...	3·31	...	3·31
	Total Unassisted Companies' lines.	...	...	...	...	...	27·14	...	65·91	...	65·91
	5′ 6″ GAUGE.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ GAUGE.										
97	Bhavnagar	20-12-80	Bhavnagar Durbar.	1-10-11	Dhasa ...	Lilia Mota ...	20·80	...	157·95 (*f*)	...	157·95
98	Bikaner	9-12-91	J. B. Ry. ...	8-7-11	Churu ...	Hissar ...	79·36	...	385·40	...	385·40
99	Dhrangadra	1-6-98	Bhavnagar Durbar.	...	...	...	...	...	20·83 (*h*)	...	20·83
100	Gondal-Porbandar ...	19-1-81	Gondal and Porbandar Durbars.	...	...	...	...	...	148·01	...	148·01
	Carried over ...	...	...	...	...	...	100·16	...	712·19	...	712·19

PART

Railways, the transactions of which do

XI.–ASSISTED COMPANIES' LINES RECEIV-

XII.–UNASSISTED

XIII.–NATIVE STATE LINES

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.							
					SECTION SANCTIONED.		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Serial No.	REMARKS.
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
ING LAND ONLY FROM GOVERNMENT—*concld.*										
136·08	15·70	151·78	...	...	...	...	1·36	...	...	
...	...	...	15-5-02	D. T. Lt. Ry. Co.	Dwara ... / Maolong ...	Maolong ... / Therria Ghat	(*a*) 13·50 / (*b*) 6·00 / 19·50	... / ...	87	(*a*) Work suspended.
39·50	1·85	41·35	...	...	...	...	...	...	88	(*b*) Commencement of work not authorised.
92·50	8·52	101·02	4-1-02	S. S. Lt. Ry. Co.	Baraut ...	Meerut ...	(*c*) 30·00	...	89	(*c*) Not commenced.
268·08	26·07	294·15		...	...	...	50·86	...		
12·61	1·18	13·79	...	...	...	...	...	...	90	
1,645·73	238·60	1,884·33	...	...	...	...	174·34	...		
COMPANIES' LINES.										
...	...	...	...	...	...	...	...	...		
5·50	7·66	13·16	...	...	...	...	...	...	91	
...	...	...	8-7-11	A. T. Lt. Ry. Co.	Baroda Frontier.	Samaia ...	(*c*) 18·00	...	92	
23·83	2·00	25·83	...	...	...	...	...	...	93	
...	...	...	13-2-06	Madaya Tramway Co.	Madaya ...	Mandalay (Zegyo).	(*d*) 16·00	...	94	(*d*) Portion since opened.
33·27	2·10	35·37	...	...	...	...	...	...	95	
57·10	4·10	61·20	...	...	...	...	34·00	...		
3·31	0·55	3·86	...	...	...	...	...	...	96	
65·91	12·31	78·22	...	...	...	...	34·00	...		
WORKED BY NATIVE STATES.										
...	...	...	...	...	...	...	...	...		
157·95	25·65	183·60	23-2-10	Bhavnagar Durbar.	Lilia Mota	Savar Kundla	(*e*) 14·61	...	97	(*e*) Since opened.
385·40	18·38	403·78	23-2-11	J. B. Ry.	Bikaner ...	Ratangarh...	(*g*) 85·00	...	98	(*f*) Includes 1·03 miles of Dock estate line which is worked for goods traffic only.
20·83	1·82	22·65	...	...	...	...	...	...	99	(*g*) Work commenced.
148·01	16·15	164·16	...	...	...	...	...	...	100	(*h*) Includes 1·55 miles from Porbandar to Porbandar Bandar and 3·70 miles of Ranawao quarry branch which are worked for goods traffic only.
712·19	62·00	774·19	...	...	...	...	99·61	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
				Section opened.			Mileage opened.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which do
	3′ 3⅜″ Gauge—*concld.*										**XIII.—NATIVE STATE LINES**
	Brought forward ...	...	...	...	...	...	100·16	...	712·19	...	712·19
101	Jamnagar	8-4-97	Jamnagar Durbar.	...	...	...	...	...	(a) 54·22	...	54·22
102	Jetalsar-Rajkot ...	12-4-93	Gondal and Porbandar Durbars.	...	...	...	...	...	46·21	...	46·21
103	Jodhpur	24-6-82	J. B. Ry. ...	...	...	...	...	...	525·00	...	525·00
104	Junagad	1-9-88	Junagad Durbar.	...	...	...	...	...	(b) 88·96	...	88·96
105	Morvi	11-3-86	Morvi Durbar	...	...	...	...	...	73·94	...	73·94
106	Udaipur-Chitorgarh ...	1-8-95	Udaipur Durbar.	...	...	...	...	...	67·30	...	67·30
	Total ...	...	...	...	...	...	100·16	...	1,567·82	...	1,567·82
	2′ 6″ Gauge.										
107	Cutch	18-5-05	Cutch Durbar	...	...	...	...	...	36·78	...	36·78
108	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	...	...	...	...	...	19·62	...	19·62
109	Morvi	24-3-87	Morvi Durbar	...	...	...	...	...	18·89	...	18·89
	Total ...	...	...	...	...	...	...	...	75·29	...	75·29
	2′ 0″ Gauge.										
110	Pipar Road-Bhavi Light	25-11-10	Jodhpur Durbar.	...	...	...	...	...	19·00	...	19·00
	Total Native State lines worked by Native States.	...	...	...	...	...	100·16	...	1,662·11	...	1,662·11
											XIV.—NATIVE STATE
	5′ 6″ Gauge.										
111	Bhopal-Itarsi (Native State section).	18-11-84	G. I. P. Ry. Co.	...	...	...	...	...	44·49	...	44·49
112	Bhopal-Ujjain ...	11-11-95		...	...	...	...	...	113·27	...	113·27
113	Bina-Goona-Baran ...	23-9-95		...	...	...	...	...	145·61	...	145·61
114	Kolar Gold-fields ...	1-6-94	M. and S. M. Ry. Co.	...	...	...	...	...	9·88	...	9·88
115	Nagda-Ujjain ...	15-7-96	B. B. & C. I. Ry. Co.	...	...	...	...	...	34·32	...	34·32
116	Nizam's Guaranteed State	9-10-74	N. G. S. Ry. Co.	...	...	...	...	...	(g) 330·13	...	330·13
117	Petlad-Cambay (Anand-Tarapur section).	5-5-90	B. B. & C. I. Ry. Co.	...	...	...	...	...	21·50	...	21·50
118	Petlad-Cambay (Tarapur-Cambay section).	20-6-01		...	...	...	...	...	12·30	...	12·30
	Total ...	...	...	...	...	...	...	...	711·50	...	711·50
	3′ 3⅜″ Gauge.										
119	Birur-Shimoga ...	1-12-99	M. & S. M. Ry. Co.	...	...	...	...	...	37·92	...	37·92
120	Gaekwar's Mehsana ...	21-3-87	B. B. & C. I. Ry. Co.	...	...	...	...	...	138·00	...	138·00
121	Hindupur (Yesvantpur-Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	...	...	...	...	...	51·35	...	51·35
122	Hingoli branch ...	...	...	...	...	...	...	...	...	...	...
123	Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	...	...	...	...	...	(g) 391·13	...	391·13
124	Jaipur	10-11-03	B. B. & C. I. Ry. Co.	...	...	...	...	...	72·84	...	72·84
	Carried over ...	...	...	...	...	...	...	...	691·24	...	691·24

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
WORKED BY NATIVE STATES—*concld.*										
712·19	62·00	774·19	...	...	...	...	99·61	...		
54·22	3·75	57·97	...	...	...	...	...	...	101	(*a*) Includes 3·93 miles, from Jamnagar to Bedi Bandar, worked for goods traffic only.
46·21	4·66	50·87	...	...	...	...	...	...	102	
525·00	28·70	553·70	...	...	...	...	...	...	103	
88·96	8·95	97·91	11-11-11	Junagad Durbar.	Junagad ...	Visavadar...	(*c*) 26·56	...	104	(*b*) Includes 2·35 miles of Junagad quarry line and 0·30 mile of Dock Estate line which are worked for goods traffic only.
73·94	7·62	81·56	...	...	...	...	...	...	105	
67·30	4·85	72·15	...	...	...	...	...	...	106	
1,567·82	120·53	1,688·35	...	...	...	...	126·17	...		(*c*) Earthwork alone has been sanctioned at present.
36·78	2·70	39·48	...	...	...	...	...	...	107	
19·62	3·86	23·48	...	...	...	...	...	...	108	
18·89	2·63	21·52	...	...	...	...	...	...	109	
75·29	9·19	84·48	...	...	...	...	...	...		
19·00	0·70	19·70	(*d*) 7-3-12	Jodhpur Durbar.	Bhavi ...	Bilara ...	(*e*)6·00	...	110	(*d*) Construction commenced in 1911, in anticipation of sanction.
1,662·11	130·42	1,792·53	...	...	...	...	132·17	...		(*e*) Since opened.
LINES WORKED BY COMPANIES.										
44·49	(*f*) 24·70	69·19	...	...	...	...	...	...	111	(*f*) Includes sidings on the British section, serial No. 17.
113·27	8·96	122·23	...	...	...	...	...	...	112	
145·61	11·60	157·21	...	...	...	...	...	...	113	
9·88	5·74	15·62	...	...	...	...	...	...	114	
34·32	1·06	35·38	...	...	...	...	...	...	115	
330·13	43·71	373·84	...	...	...	...	...	...	116	(*g*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railway trains work.
21·50	2·05	23·55	...	...	...	...	...	...	117	
12·30	3·81	16·11	...	...	...	...	...	...	118	
711·50	101·63	813·13	...	...	...	...	...	...		
37·92	4·57	42·49	...	...	...	...	...	...	119	
138·00	15·27	153·27	...	...	...	...	...	...	120	
51·35	4·03	55·38	...	...	...	...	...	...	121	
...	...	...	13-3-09	N. G. S. Ry. Co.	Purna ...	Hingoli ...	(*h*)50·26	...	122	(*h*) Work commenced.
391·13	45·71	436·84	...	...	...	...	...	...	123	
72·84	7·29	80·13	...	...	...	...	...	...	124	
691·24	76·87	768·11	...	...	...	...	50·26	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
				Section opened.			Mileage opened.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which do
											XIV.–NATIVE STATE LINES
	3′ 3⅜″ Gauge—*concld.*										
	Brought forward ...	...	...	...	...	...	...	...	691·24	...	691·24
125	Kolhapur	21-4-91	M. & S. M. Ry. Co	...	...	...	...	...	29·27	...	29·27
126	Mysore-Nanjangud ...	1-12-91		...	...	...	...	...	15·80	...	15·80
127	Sangli	1-4-07		...	...	...	...	...	4·90	...	4·90
128	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	...	...	...	...	...	64·75	...	64·75
129	Tinnevelly-Quilon (Travancore) (Native State section)	1-6-04		...	...	...	...	...	58·05	...	58·05
130	Vijapur-Kalol-Kadi ...	10-6-02	B. B. & C. I. Ry. Co.	...	...	...	...	...	41·37	...	41·37
	Total ..	...	...	...	...	...	...	...	905·38	...	905·38
	2′ 6″ Gauge.										
131	Billimora-Kalamba ...	...	...	...	...	...	...	...	...	...	...
132	Gaekwar's-Dabhoi ...	8-4-73	B. B. & C. I. Ry. Co.	...	...	...	...	...	94·48	...	94·48
133	Kosamba-Zankavav ...	...	...	...	...	...	...	...	...	...	...
134	Mourbhanj	20-1-05	B.N. Ry. Co.	...	...	...	...	...	32·41	...	32·41
135	Parlakimedi Light ...	1-4-00		...	...	...	...	...	24·62	...	24·62
136	Petlad-Vaso ...	...	...	...	...	...	...	...	...	...	...
137	Rajpipla	1-7-97	B. B. & C. I. Ry. Co.	...	...	...	...	...	37·37	...	37·37
	Total ...	...	...	...	...	...	...	...	188·88	...	188·88
	2′ 0″ Gauge.										
138	Gwalior Light ...	2-12-99	G. I. P. Ry. Co.	...	...	...	..	...	249·96	...	249·96
	Total Native State lines worked by Companies.	...	...	...	...		...	...	2,055·72	...	2,055·72
	5′ 6″ Gauge.										**XV.–NATIVE STATE LINES**
139	Jammu and Kashmir (Native State section) (*d*)	15-3-90	N. W. Ry.	...	...	...	...	...	15·79	...	15·79
140	Khanpur-Chachran ...	2-7-11		2-7-11	Khanpur ...	Chachran ...	22·02	...	22·02	...	22·02
141	Ludhiana-Dhuri-Jakhal	10-4-01		...	...	...	...	...	78·65	...	78·65
142	Rajpura-Bhatinda ...	1-11-84		...	...	...	...	...	107·01	...	107·01
	Total ...	...	...	...	...	...	22·02	...	223·47	...	223·47

DIX I—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*contd.*										
not pass through the Government accounts.										
WORKED BY COMPANIES—*concld.*										
691·24	76·87	768·11	...	...		...	50·26	...		
29·27	1·89	31·16	...	...	...	...	...	...	125	
15·80	1·09	16·89	...	...	...	...	...	...	126	
4·90	0·29	5·19	...	...	...	...	...	...	127	
64·75	10·58	75·33	...	...	...	...	...	...	128	
58·05	(*a*)	58·05	...	...	...	...	...	...	129	
41·37	4·02	45·39	26-7-10	Baroda Durbar	Kadi ...	Bhoyani Road.	(*b*) 4·97	...	130	(*a*) Included with the British section, serial No. 41. (*b*) Since opened.
905·38	94·74	1,000·12	...	...	...	...	55·23	...		
...	...	...	5-7-11	Baroda Durbar	Billimora	Kalamba	(*c*) 34·82	...	131	
94·48	8·08	102·56	5-1-09	Baroda Durbar	Sankheda	Bhatpur ...	(*c*) 8·43	...	132	(*c*) Work commenced.
			22-1-09		Bahadarpur	Sinor ...	(*b*) 20·07	...		
			4-10-10		Miyagam ...	Malsar ...	(*b*) 4·65	...		
			17-1-10		Sinor ...	Jarod ...	(*c*) 24·78	...		
					Dabhoi ...		57·93			
...	...	...	18-10-07	B. B. C. I. Ry. Co.	Kosamba ...	Zankavav ...	(*c*) 26·12	...	133	
32·41	1·76	34·17	...	...	...	...	...	...	134	
24·62	1·68	26·30	...	...	...	...	...	...	135	
...	...	...	7-6-11	Baroda Durbar.	Petlad ...	Vaso ...	(*c*) 15·74	...	136	
37·37	4·07	41·44	...	...	...	...	...	...	137	
188·88	15·59	204·47	...	...	...	...	134·61	...		
249·96	11·98	261·94	...	...	...	...	...	...	138	
2,055·72	223·94	2,279·66	...	...	...	...	189·84	...		
WORKED BY STATE RAILWAY AGENCY.										
15·79	3·23	19·02	...	...	...	...	...	...	139	(*d*) The British section of this railway forms an integral portion of the North Western railway.
22·02	3·43	25·45	...	...	...	...	...	...	140	
78·65	5·76	84·41	...	...	...	...	...	...	141	
107·01	17·03	124·04	...	...	...	...	...	...	142	
223·47	29·45	252·92	...	...	...	...	...	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working. [For abbreviations used see Index to Appendix 9.]	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE CALENDAR YEAR 1911.					ROUTE MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.		
				Date of opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											PART
											Railways, the transactions of which do
	3′ 3⅜″ Gauge.										**XV.–NATIVE STATE LINES**
143	Cooch Behar ...	15-9-93	E. B. Ry. ...	...	...	...	...	...	33·09	...	33·09
	2′ 6″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2′ 0″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total Native State lines worked by State Railway Agency.	...	...	...	...	...	22·02	...	256·56	...	256·56
	5′ 6″ Gauge.										**XVI.–LINES IN FOREIGN**
	Nil.	...	...	...	...	...	...	...	...	...	...
	3′ 3⅜″ Gauge.										
144	Peralam-Karaikkal ...	14-3-98	S. I. Ry. Co.	...	...	...	...	...	14·65	...	14·65
145	Pondicherry ...	15-12-79	S. I. Ry. Co.	...	...	...	...	...	7·85	...	7·85
146	West of India Portuguese	17-1-87	M. & S. M. Ry. Co.	...	...	...	...	...	51·10	...	51·10
	Total ...	...	...	...	...	...	...	...	73·60	...	73·60
	2′ 6″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	2′ 0″ Gauge.										
	Nil.	...	...	...	...	...	...	...	...	...	...
	Total Foreign Lines	...	...	...	...	...	...	...	73·60	...	73·60
	Total Part II	...	...	...	...	...	388·95	...	7,905·36	...	7,905·36
	Total Part I	...	...	...	...	...	365·95	141·17	22,481·56	2,452·10	24,933·66
	GRAND TOTAL OF ALL RAILWAYS ...	...	...	...	...	...	(a) 754·90	141·17	30,386·92	2,452·10	32,839·02

DIX I—*concld.*

sanctioned for construction.

TRACK MILEAGE OPEN AT CLOSE OF THE CALENDAR YEAR 1911.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION AT CLOSE OF THE CALENDAR YEAR 1911.						Serial No	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
II—*concld.*										
not pass through the Government accounts.										
WORKED BY STATE RAILWAY AGENCY—*concld.*										
33·09	1·83	34·92	...	...	...	...	...	...	143	
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
256·56	31·28	287·84	...	...	...	...	...	...		
TERRITORY.										
...	...	...	...	...	...	...	...	...		
14·65	2·13	16·78	...	...	...	...	...	...	144	
7·85	1·89	9·74	...	...	...	...	...	...	145	
51·10	15·65	66·75	...	...	...	...	...	...	146	
73·60	19·67	93·27	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...		
73·60	19·67	93·27	...	...	...	...	...	...		
7,905·36	934·61	8,839·97	...	...	...	...	848·19	...		(a) This is the actual mileage opened. The *net* mileage added (*i.e.*, mileage actually opened, *plus* or *minus* corrections of mileage, due to realignments, remeasurements, abandonments, etc., during 1911 is 739 72 miles.
27,420·83	5,852·40	33,273·23	...	...	...	...	1,825·59	138·05		
35,326·19	6,787·01	42,113·20	...	...	...	...	2,673·78	138·05		

APPEN

(i) *Capital outlay during the year and*

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 2.

(*ii*) *total capital outlay to end of the year 1911.*

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
I.												
pass through the Government Accounts.												
BY THE STATE.												
2,57	1,47	23,45	...	99,37	...	14,40,21	...	14,40,21	18,053	(*a*)	3	
1,07	87	32,44	...	...	7	10,98,02	9,77	11,07,79		(*b*)	3	
...	...	...	...	...	32,75	...	1,73,29	1,73,29	1,155	...	...	
2,05	1,32	39,89	...	2,80,70	3,85	54,97,17	11,05	55,08,22		(*a*)	8	
1,53	1,25	2,64	...	...	...	17,72,12	...	17,72,12				
3,29	2,90	...	...	...	...	1,96,92	...	1,96,92	53,329	(*j*)	8	
70	67	...	...	...	...	43,17	...	43,17		(*k*)	8	
64	56	28	...	...	...	26,02	...	26 02		(*l*)	8	
...	...	...	3,08	...	4,71	...	29,82	29,82	199	(*n*)	8	
1,20	1,01	...	...	42,48	27	18,61,91	89,32	19,51,23	16,133	(*a*)	9	
29	28	...	...	35	...	9,72	...	9,72	65	(*c*)	9	
										(*a*)	46	
...	...	98,70	3,08	4,22,90	41,65	1,19,45,26	3,13,25	1,22,58,51	88,934			
BY COMPANIES.												
1,64	1,30	47,51	...	78,86	...	31,63,73	5,56	31,69,29		(*a*)	1	
										(*b*)	1	
										(*c*)	1	
									24,564	(*e*)	1	
57	52	32	...	...	6	3,61,15	28,62	3,89,77		(*g*)	1	
										(*h*)	1	§ Includes the capital outlay on the Patri branch (Rs. 8,08,405).
3,11	1,68	...	...	46,17	...	14,91,76	...	14,91,76	12,575	(*a*)	2	
1,38	1,23	...	...	...	...	1,95,25	...	1,95,25	1,302	(*b*)	2	
1,22	1,04	...	...	21	1,60	4,15,60	4,44	4,20,04	2,800	(*c*)	2	|| The expenditure shown against this railway in this part represents the capital outlay incurred by Government.
...	...	...	...	...	...	...	1,23	1,23	8	(*r*)	2	
¶ 25	¶ 23	...	...	...	...	2,46	...	2 46	16	(*l*)	2	
88	73	...	...	73,56	...	16,28,57	...	16,28,57	10,857	(*m*)	2	¶ Calculated o the outlay incurred by Government and the Palanpur Durbar.
...	...	47,83	...	1,98,80	1,66	72,58,52	39,85	72,98,37	52,122			

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

	£		Rs.
East Indian railway	6,550,000 @ Rs. 15	=£1=	9,82,50,000
Eastern Bengal railway	1,136,437 ,,	=	1,70,46,555
Sindh-Punjab and Delhi railway	2,933,804 ,,	=	4,40,07,060
South Indian railway	989,277 ,,	=	1,48,39,155
Oudh and Rohilkhand railway	1,036,049 ,,	=	1,55,40,735
Great Indian Peninsula railway	14,859,218 ,,	=	22,28,88,270
Bombay, Baroda and Central India railway	4,135,280 ,,	=	6,20,29,200
Madras railway	2,561,928 ,,	=	3,84,28,920

APPEN

(i) Capital outlay during the year and

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									PART
									II.—STATE LINES WORKED
		Brought forward .	...	42,77	79,83	61,87	1,84.47	70,11,89	38,19
4	(*a*)	East Indian	5′ 6″	49,50	29,89	62,04	1,41,43	59,67,21	1,02,33
5	(*a*)	Great Indian Peninsula	,,	43,70	56,56	64,93	1,65,19	50,32,96	1,01,37
5	(*b*)	Agra-Delhi Chord	,,	...	9	7,64	7,73	1,42,06	"
5	(*c*)	Baran-Kotah	,,	...	...	—1	—1	45,66	...
5	(*d*)	Bhopal-Itarsi (British section) . .	,,	...	...	*76	*76	38,29	...
6	(*a*)	Madras and Southern Mahratta . .	,,	...	14,23	11,36	25.59	17,13.57	...
6	(*c*)	Madras and Southern Mahratta . .	3′ 3⅜″	...	10,99	5,91	16,90	13,10,65	...
6	(*f*)	Dhone-Kurnool	,,	...	...	23	23	9.74	...
6	(*j*)	Mysore section (M. and S. M.) .	,,	...	†1,49	†1,52	†3,01	1,75,09	...
7	(*b*)	Bezwada extension	5′ 6″	...	...	17	17	12,19	...
10	(*a*)	South Indian	,,	...	2,60	6,06	8.66	6.46.40	...
10	(*b*)	South Indian	3′ 3⅜″	3,58	10,71	2,79	17 08	8,1[illegible],23	4,73
10	(*c*)	Nilgiri	,,	...	96	7	1 03	75.18	...
10		Morappur-Dharmapuri . . .	2′ 6″	7,82	...	1	,83	8,34	11,95
10	(*k*)	Tirupattur Krishnagiri . . .	,,	...	...	2	2	10,76	...
10	(*h*)	Tinnevelly-Quilon (Travancore) (British section)	3′ 3⅜″	...	2	16	18	44,41	...
10	(*i*)	Tinnevelly-Quilon (Travancore) (Native State section) . . .	,,	...	2	—2	...	1,18,04	...
11	(*a*)	Assam-Bengal	,,	20,41	7,89	6,75	35,05	13,76,54	25,66
12	(*b*)	Tirhoot	,,	7,82	3,48	3,96	15 26	7,16,85	17,02
15	(*a*)	Burma	,,	..	11,29	36,01	47 30	15,83.90	...
15	(*b*)	Burma extensions	,,	1,38	1	49	88	2,12,62	26
15	(*c*)	Southern Shan States . . .	,,	18,28	6	...	18,34	...	36,32
19	(*c*)	Jodhpur-Hyderabad (British section) .	,,	...	...	36	36	40,81	...
22	(*b*)	Lucknow-Bareilly	,,	6,31	21	6,76	13 28	1,49,40	16,19
		TOTAL .	...	2,01,57	2,30,33	2,79,84	7,11.74	2,72,52,79	3,54,02
									III.—COMPANIES LINES GUARANTEED
9	(*b*)	Hardwar-Dehra	5′ 6″	...	...	25	25	30,11	...
									IV.—LEASED
4	(*c*)	South Behar	5′ 6″	...	...	...		1,19,77	...
		UNCLASSIFIED EXPENDITURE .	...	...	...	...		...	...
		TOTAL, PART I .	...	3,92,28	3,31,24	4,97,26	[illegible],2 ,78	3,88,26,33	6,22,54

DIX 2—*contd.*

(ii) total capital outlay to end of the year 1911.

Total Capital outlay to end of the year—(in thousands of Rupees).										Classification No. of railway (detailed in "Index" to Appendix 9).		Remarks.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 and 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
I—*concld.*												
BY COMPANIES—*concld.*												
...	...	47,83	...	1,93,80	1,66	72,58,52	39,85	72,98,37	52,122			
2,64	1,55	19,50	...	1,19,73	17	61,06,44	1,02,50	62,08,94	49,585	(*a*)	4	
2,08	1,38	...	...	1,46,72	...	51,79,68	1,01,37	52,81,05	43,320	(*a*)	5	
1,13	81	...	...	...	...	1,42,06	...	1,42,06	947	(*b*)	5	
1,13	1,05	...	...	...	...	45,66	...	45,66	304	(*c*)	5	
2,92	..	...	...	...	...	38,29	...	38,29	255	(*d*)	5	* Includes the expenditure on the Native State section also.
1,66	1,33	...	...	60,11	...	17,73,68	...	17,73,68	23,701	(*a*)	6	
86	78	...	...	29,70	...	13,40,35	...	13,40,35		(*c*)	6	
30	28	...	...	...	...	9,74	...	9,74	65	(*f*)	6	
58	53	...	...	5,89	...	1,80,98	...	1,80,98	1,338	(*j*)	6	† Includes also the expenditure incurred on the Birur-Shimoga, Hindupur and Mysore-Nanjangud railways.
57	54	...	...	...	..	12,19	...	12,19	82	(*b*)	7	
1,45	1,26	...	...	11,33	...	6,57,73	...	6,57,73		(*a*)	10	
92	79	...	...	47,54	...	8,57,77	4,73	8,62,50		(*b*)	10	
2,60	2,-9	...	...	2,11	...	77,29	...	77,29	13,100	(*c*)	10	
45	40	...	...	9	...	8,43	11,95	20,38		(*j*)	10	
42	39	...	...	25	...	11,01	...	11,01		(*k*)	10	
88	...	...	...	...	...	44,41	...	44,41		(*h*)	10	
2,04	...	21	...	...	...	1,18,25	...	1,18,25	1,084	(*i*)	10	
1,74	1,50	58,83	7	17,14	1,24	14,52,51	26,97	14,79,48	10,206	(*a*)	11	
93	78	11,78	...	8,95	1,57	7,37,58	18,59	7,56,17	5,041	(*b*)	12	
1,18	90	17,55	...	47,21	...	16,48,66	...	16,48 66		(*a*)	15	
1,14	96	2,24	...	31	...	2,15,17	26	2,15,43	12,451	(*b*)	15	
...	...	...	...	...	8,80	...	45,12	45,12		(*c*)	15	
33	30	26	...	95	...	42,02	...	42,02	280	(*c*)	19	
58	50	...	...	5,89	54	1,55,29	16,73	‡1,72,02	1,172	(*b*)	22	‡ Includes the outlay of Rs. 44,27 thousand or £295 thousand on State works incurred from the joint debenture stock.
...	...	1,58,20	7	7,02,72	13,98	2,81,13,71	3,68,07	2,84,81,78	2,15,053			
BY GOVERNMENT UNDER MODERN CONTRACTS.												
94	83	...	...	...	...	30,11	...	30,11	201	(*b*)	9	
LINES.												
1,51	1,36	...	...	...	...	1,19,77	...	1,19,77	798	(*c*)	4	
...	...	...	...	...	...	...	...	1,30,12	867			
...	..	2,56,90	3,15	11,25,62	55,63	4,02,08,85	6,81,32	4,10,20,29	305,853			

APPEN

(i) *Capital outlay during the year and*

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 2—*contd.*

(ii) total capital outlay to end of the year 1911.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
II.												
do not pass through the Government accounts.												
BOARDS' LINES.												
42	37	...	...	...	...	21,83	...	21,83	146	(*d*)	6	
47	43	...	...	...	...	48,57	...	48,57	324	(*g*)	10	
...	...	...	...	...	...	70,40	...	70,40	470			
ASSISTED BY GOVERNMENT UNDER "REBATE" TERMS.												
84	79	...	...	...	...	1,31,37	...	1,31,37	876	(*g*)	2	
33	31	...	...	...	...	11,18	...	11,18	75	(*h*)	2	
41	36	...	...	—1	...	36,40	...	36,40	243	(*i*)	2	
46	39	...	...	...	...	25,72	...	25,72	171	(*d*)	3	
53	47	...	...	...	...	28,68	...	28,68	191	(*b*)	8	
...	...	...	...	...	9,17	...	32,22	32,22	215	(*m*)	8	
57	48	...	...	...	...	2,43,05	...	2,43,05	1,484	(*g*)	8	
59	53	...	...	...	...	89,84	...	89,84	600	(*h*)	8	
73	65	...	...	...	...	1,52,18	...	1,52,18	1,015	(*i*)	8	
...	...	...	...	...	1,73	...	2,96	2,96	20	(*a*)	38	
...	...	...	...	—1	10,90	7,18,42	35,18	7,53,60	4,890			
TEED BY NATIVE STATES.												
Nil.										(*a*)	26	
BY THE GOVERNMENT OF INDIA.												
93	83	...	...	...	...	1,77,78	...	1,77,78	1,185	(*b*)	4	
67	59	...	...	34	49	1,35,67	23,58	1,59,25	1,096	(*a*)	22	
...	...	...	...	...	...	...	1,99	1,99	13	(*i*)	5	
...	...	...	...	34	49	3,13,45	25,57	3,39,02	2,294			
BY LOCAL GOVERNMENTS.												
1,18	1,01	23	...	1,50	...	1,03,06	...	1,03,06	687	(*a*)	16	
72	66	...	...	1,79	...	38,52	...	38,52	257	(*a*)	42	
...	...	23	...	3,29	...	1,41,58	...	1,41,58	944			
BY DISTRICT BOARDS.												
82	73	1,35	...	7	...	31,18	...	31,18	202	(*a*)	13	
32	30	...	...	3	...	20,76	...	20,76	138	(*a*)	25	
42	39	...	...	40	...	22,13	...	22,13	148	(*a*)	27	
36	33	...	...	54	...	12,38	...	12,38	82	(*a*)	29	
...	...	...	...	...	2,50	...	2,71	2,71	18	(*a*)	35	
24	23	...	...	...	...	4,87	...	4,87	32	(*a*)	41	
50	44	...	...	1,29	...	23,04	...	23,04	154	(*a*)	43	
32	29	...	...	17	...	6,56	...	6,56	44	(*a*)	44	
...	...	1,35	...	2,50	2,50	1,20,92	2,71	1,23,63	818			

APPEN

(i) *Capital outlay during the year and*

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									PART
				XI.—ASSISTED COMPANIES' LINES RECEIVING					
4	(*d*)	Tarkessur	5′ 6″	...	...	2	2	18,05	...
5	(*h*)	Matheran	2′ 0″	...	1	1	2	11,36	...
12	(*a*)	Bengal and North-Western	3′ 3⅜″	5,26	4,13	29,27	38,66	8,00,67	93,60
13	(*b*)	Bengal Dooars extensions	,,	...	...	1,78	1,78	92,12	...
19	(*d*)	Mirpur Khas-Jhudo	,,	...	...	—1	—1	7,20	...
19	(*e*)	Mirpur Khas-Khadro	,,	7,63	...	...	7,63	...	7,67
22	(*c*)	Powayan Light	2′ 6″	...	...	...	...	8,95	...
28	(*a*)	Barsi Light	,,	10,80	—2,28	1,41	9,93	49,00	18,80
30	(*a*)	Champaner-Shivrajpur Light	,,	—1,23	2,06	...	83	8,60	...
34	(*a*)	Dwara-Therria Light	,,	...	...	...	...	...	10,02
39	(*a*)	Shahdara (Delhi)-Saharanpur Light	,,	...	24	17	41	41,81	...
		Total	...	22,46	4,16	32,65	59,27	10,37,76	1,30,09
				XII.—UNASSISTED					
16	(*b*)	Ledo and Tikak-Margherita Colliery	3′ 3⅜″	...	...	...	...	16,94	...
32	(*a*)	Dehri-Rohtas Light	2′ 6″	54	17	...	71	5,26	...
36	(*a*)	Madaya Light	,,	1,28	...	...	1,28	...	3,19
40	(*a*)	Tarkessur-*Magra* Light	,,	...	1	4	5	11,07	...
45	(*a*)	Jagadhri Light	2′ 0″	32	38	...	70	1,06	...
		Total	...	2,14	56	4	2,74	34,33	3,19
				XIII.—NATIVE STATE LINES WORKED					
14	(*a*)	Bhavnagar	3′ 3⅜″	10,30	—12	—19	9,99	86,95	9,51
14	(*b*)	Dhrangadra	,,	...	...	—1	—1	5,85	...
17	(*a*)	Gondal-Porbandar	,,	...	—14	9	—5	66,97	...
17	(*b*)	Jetalsar-Rajkot	,,	...	...	...	...	16,14	...
18	(*a*)	Jamnagar	,,	...	—22	15	—7	23,16	...
19	(*a*)	Jodhpur	,,	5	67	72	1,44	1,41,78	7
19	(*b*)	Bikaner	,,	2,85	64	2,36	5,85	86,21	1,36
20	(*a*)	Junagad	,,	5	81	1,38	2,24	46,69	5
21	(*a*)	Morvi (including 2′ 6″ gauge)	,,	...	31	19	50	49,34	...
23	(*a*)	Udaipur-Chitorgarh	,,	...	18	...	18	21,16	...
31	(*a*)	Cutch	2′ 6″	...	...	6	6	9,49	...
33	(*a*)	Dholpur-Bari	,,	...	42	2	44	7,41	...
47	(*a*)	Pipar Road-Bhavi Light	2′ 0″	42	14	...	56	1,97	55
		Total	...	13,67	2,69	4,77	21,13	5,63,12	11,54

DIX 2—*contd.*

(*ii*) *total capital outlay to end of the year 1911.*

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense.)		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
II—*contd.*												
LAND ONLY FROM GOVERNMENT.												
81	70	...	...	...	...	18,05	...	18,05	120	(*d*)	4	
90	83	...	...	...	...	11,36	...	11,36	76	(*h*)	5	
68	58	24,06	...	6,72	6,76	8,31,45	1,00,36	9,31,81	6,464	(*a*)	12	
79	72	...	...	1,31	...	93,43	...	93,43	624	(*b*)	13	
14	13	...	...	...	...	7,20	...	7,20	48	(*d*)	19	
...	...	...	...	...	...	...	7,67	7,67	51	(*e*)	19	
23	23	...	...	...	...	*8,95	...	8,95	60	(*c*)	22	* Includes the expenditure of Rs. 6,18,993 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.
42	38	...	...	...	14	49,00	18,94	67,94	453	(*a*)	28	
42	37	...	...	43	...	9,03	...	9,03	60	(*a*)	30	
...	...	...	...	...	...	...	10,02	10,02	67	(*a*)	34	
45	41	...	...	36	...	42,17	...	42,17	281	(*a*)	39	
...	...	24,06	...	8,82	6,90	10,70,64	1,36,99	12,07,63	8,304			
COMPANIES' LINES.												
3,08	1,29	...	...	...	...	16,94	...	16,94	113	(*b*)	16	
22	20	...	...	7	...	5,33	...	5,33	36	(*a*)	32	
...	...	...	...	...	13	...	3,32	3,32	22	(*a*)	36	
33	31	1	...	24	...	11,32	...	11,32	75	(*a*)	40	
32	27	...	...	...	...	1,06	...	1,06	7	(*a*)	45	
...	...	1	...	31	13	34,65	3,32	37,97	2,53			
BY NATIVE STATES.												
64	55	...	...	2,57	33	89,52	9,84	99,36	662	(*a*)	14	
28	26	...	...	...	...	5,85	...	5,85	39	(*b*)	14	
45	41	...	...	—11	...	66,86	...	66,86	446	(*a*)	17	
35	32	...	...	...	...	16,14	...	16,14	108	(*b*)	17	
46	43	...	...	11	...	23,27	...	23,27	155	(*a*)	18	
27	26	...	...	5,69	...	1,47,47	7	1,47,54	984	(*a*)	19	
22	21	...	...	1,06	9,19	87,27	10,55	97,82	652	(*b*)	19	
52	48	...	...	1,31	...	48,00	5	48,05	320	(*a*)	20	
53	48	...	...	57	...	49,91	...	49,91	333	(*a*)	21	
31	29	...	...	...	...	21,16	...	21,16	141	(*a*)	23	
26	24	...	...	...	...	9,49	...	9,49	63	(*a*)	31	
38	32	...	...	...	...	7,41	...	7,41	49	(*a*)	33	
10	10	...	...	...	...	1,97	55	2,52	17	(*a*)	47	
...	...	...	...	11,20	9,52	5,74,32	21,06	5,95,38	3,969			

APPEN

(i) *Capital outlay during the year and*

Classification No. of railway (Detailed in "Index" to Appendix 9).		Railways.	Gauge.	Capital outlay during the year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									PART
					XIV.—NATIVE STATE LINES WORKED				
1	(*d*)	Mourbhanj	2′ 6″	...	...	...	...	7,20	...
1	(*f*)	Parlakimedi Light	,,	...	...	7	7	7,36	...
2	(*d*)	Nagda-Ujjain	5′ 6″	...	...	...	...	22,41	...
2	(*e*)	Petlad-Cambay (Anand-Tarapur section)	,,	...	...	6	6	11,29	...
2	(*f*)	Petlad-Cambay (Tarapur-Cambay section)	,,	...	...	8	8	8,65	...
2	(*j*)	Gaekwar's Mehsana	3′ 3⅜″	...	...	1,14	1,14	57,02	...
2	(*k*)	Jaipur	,,	...	...	6	6	24,10	...
2	(*l*)	Palanpur Deesa*	,,	...	...	...	...	1,85	...
2	(*n*)	Vijapur-Kalol-Kadi	,,	99	...	75	1,74	13,98	1,03
2	(*o*)	Gaekwar's Dabhoi	2′ 6″	3,99	5	—5	3,99	25,73	9,15
2	(*p*)	Rajpipla	,,	...	15	11	26	13,90	...
2	(*q*)	Billimora-Kalamba	,,	20	...	...	20	...	20
2	(*s*)	Kosamba-Zankavav	,,	1,00	60	...	1,60	...	11,55
2	(*t*)	Petlad Vaso	,,	40	...	...	40	...	40
5	(*d*)	Bhopal Itarsi (Native State section)	5′ 6″	...	...	...	...	50,00	...
5	(*e*)	Bhopal-Ujjain	,,	...	...	4	4	78,77	...
5	(*f*)	Bina-Goona-Baran	,,	...	...	19	19	1,00,33	...
5	(*g*)	Gwalior Light	2′ 0″	—3	4	28	29	67 47	...
6	(*b*)	Kolar Gold-fields	5′ 6″	...	...	...	...	12,06	...
6	(*e*)	Birur-Shimoga	3′ 3⅜″	...	‡	‡	‡	24,32	...
6	(*g*)	Hindupur (Yesvantpur-Mysore Frontier)	,,	...	‡	‡	‡	24,93	...
6	(*h*)	Kolhapur	,,	...	...	...	...	23,26	...
6	(*i*)	Mysore-Nanjangud	,,	...	‡	‡	‡	6,56	...
6	(*k*)	Sangli	,,	...	...	2	2	1,77	...
7	(*a*)	Nizam's Guaranteed State	5′ 6″	...	—44	4,31	3,87	4,56,66	...
7	(*c*)	Hyderabad-Godavari Valley	3′ 3⅜″	...	9,10	3,88	12,98	2,86,89	...
7	(*d*)	Hingoli Branch	,,	7,90	...	...	7,90	...	19,24
10	(*f*)	Shoranur-Cochin	,,	...	3	7	10	68,22	...
		TOTAL	...	14,45	9,53	11,01	34,99	13,94,78	41,57
					XV.—NATIVE STATE LINES WORKED				
3	(*c*)	Cooch Behar	3′ 3⅜″	...	—8	—1,29	—1,37	19,05	...
8	(*c*)	Jammu and Kashmir (Native State section).	5′ 6″	...	...	4	4	10,14	...
8	(*d*)	Khanpur-Chachran	,,	10,69	...	...	10,69	13.95	...
8	(*e*)	Ludhiana-Dhuri-Jakhal	,,	..	...	4	4	41,92	...
8	(*f*)	Rajpura-Bhatinda	,,	...	...	97	97	69,89	...
		TOTAL	...	10,69	—8	—24	10,37	1,54,95	...
									XVI.—LINES IN
6	(*l*)	West of India Portuguese	3′ 3⅜″	..	...	70	70	1,77,41	...
10	(*d*)	Peralam-Karaikkal	,,	...	...	...	...	7,24	...
10	(*e*)	Pondicherry	,,	...	...	...	...	5,69	...
		TOTAL	...	...	...	70	70	1,90,34	...
		TOTAL, PART II	...	99,99	20,04	75,55	1,95,58	47,32,35	2,35,96
		GRAND TOTAL	...	4,92,27	3,51,28	5,72,81	14,16,36	4,35,58,68	8,58,50

DIX 2—*concld.*

(ii) total capital outlay to end of the year 1911.

TOTAL CAPITAL OUTLAY TO END OF THE YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 9).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay, (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 1).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 1).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
II—*concld.*												
BY COMPANIES.												
22	21	...	...	...	...	7,20	...	7,20	48	(*d*)	1	
30	28	...	...	...	...	7,36	...	7,36	49	(*f*)	1	
65	63	...	...	...	...	22,41	...	22,41	149	(*d*)	2	
52	48	...	...	11	...	11,40	...	11,40	76	(*e*)	2	
70	54	...	...	...	...	8,65	...	8,65	58	(*f*)	2	
41	37	...	...	...	...	57,02	...	57,02	380	(*j*)	2	
33	30	...	...	...	...	24,10	...	24,10	161	(*k*)	2	
...	...	...	...	...	...	1,85	...	1,85	12	(*l*)	2	* The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar.
34	31	...	...	...	14	13,98	1,17	15,15	101	(*n*)	2	
27	25	...	...	29	2,18	26,02	11,33	37,35	249	(*o*)	2	
37	33	...	...	...	...	13,90	...	13,90	93	(*p*)	2	
...	...	...	...	...	...	...	20	20	1	(*q*)	2	
...	...	...	...	...	1	...	11,56	11,56	72	(*s*)	2	
...	...	...	...	...	...	...	40	40	3	(*t*)	2	
1,15	†1,29	...	...	...	...	50,00	...	50,00	333	(*d*)	5	† Including the British section.
70	64	...	...	...	...	78,77	...	78,77	525	(*e*)	5	
69	64	...	...	...	...	1,00,33	...	1,00,33	669	(*f*)	5	
27	26	...	...	...	...	67,47	...	67,47	450	(*g*)	5	‡ Included with the Mysore section (M. and S. M. ry.).
1,22	77	...	...	...	...	12,06	...	12,06	80	(*b*)	6	
64	57	...	...	...	...	24,32	...	24,32	162	(*e*)	6	
49	45	...	...	...	...	24,98	...	24,98	167	(*g*)	6	
79	75	...	...	...	...	23,26	...	23,26	155	(*h*)	6	
42	39	...	...	...	...	6,56	...	6,56	44	(*i*)	6	
36	34	...	...	...	...	1,77	...	1,77	12	(*k*)	6	
1,38	1,22	...	...	6,71	...	4,63,37	...	4,63,37	3,569	(*a*)	7	
73	66	...	...	4,09	...	2,91,88	...	2,91,88	1,928	(*c*)	7	
...	...	...	...	...	5,43	...	24,67	24,67	164	(*d*)	7	
1,05	91	87	...	48	...	69,57	...	69,57	464	(*f*)	10	
...	...	87	...	12,58	7,76	14,08,23	49,33	14,57,56	10,174			
BY STATE RAILWAY AGENCY.												
58	55	4	...	...	...	19,09	...	19,09	127	(*c*)	3	
64	53	...	...	...	...	10,14	...	10,14	68	(*c*)	3	
63	55	...	...	1	...	13,96	...	13,96	93	(*d*)	8	
53	50	...	...	...	...	41,92	...	41,92	279	(*e*)	8	
65	56	...	...	...	...	69,89	...	69,89	466	(*f*)	8	
...	...	4	...	1	...	1,55,00	...	1,55,00	1,033			
FOREIGN TERRITORY.												
3,47	...	...	...	...	...	1,77,41	...	1,77,41	1,452	(*b*)	6	
49	43	...	...	...	...	7,24	...	7,24	48	(*d*)	10	
72	58	...	...	...	...	5,69	...	5,69	38	(*e*)	10	
...	...	...	...	...	...	1,90,34	...	1,90,34	1,538			
...	...	26,56	...	39,04	38,20	47,97,95	2,74,16	50,72,11	34,687			§ Includes Rs. 1,30,12 thousand on account of "Unclassified expenditure," *vide* column 19 on page 35.
...	...	2,83,46	3,15	11,64,66	93,83	4,50,06,80	19,55,48	§4,60,92,40	340,540			

APPEN

Capital liability on account of railways classed

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railways.	CAPITAL LIABILITY							
			Share capital of purchased railways being paid off by annuities.							
				Deduct.						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
										I.—STATE LINES
...	...	Akbarpur-Tanda	...	...	...	...	...	...	6,538	...
...	...	Allahabad-Rae Bareli-Cawnpore	...	...	...	...	...	...	536,144	...
...	...	Balamau-Sitapur	...	...	...	...	...	...	143,168	...
...	...	Bilaspur-Etawah	...	...	...	...	...	...	5,009	...
...	...	Cawnpore-Banda	...	...	...	...	...	...	23,880	...
...	...	Dhubri-Ganhati	...	...	...	...	...	...	841,887	...
3	(*a*) & (*b*)	Eastern Bengal 5′ 6″, 3′ 3⅜″ and 2′ 6″ gauges	3,391,917	543,472	...	2,848,445	341,937	2,506,508	13,979,437	1,337,350
...	...	Dhakia-Sambhal	...	...	...	...	...	...	23,946	...
...	...	Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	314,829	...
...	...	Frontier railway reserve	...	...	...	...	...	...	292,858	...
...	...	Gajroula-Chandpur	...	...	...	...	...	...	44,193	...
...	...	Ganges bridge at Kachhla	...	...	...	...	...	...	5,095	...
41	...	Jorhat (Provincial)	...	...	...	...	...	...	64,820	...
...	...	Jullundur-Hoshiarpur (closed account)	...	...	...	...	...	...	969	...
...	...	Jullundur-Hoshiarpur construction	...	...	...	...	...	...	2,789	...
...	...	Jakhal-Hissar	...	...	...	...	...	...	29,042	...
...	...	Kalabagh-Bannu	...	...	...	...	...	...	198,797	...
...	...	Lower Ganges Bridge	...	...	...	...	...	...	1,155,241	...
...	...	Ludhiana-Ferozepore	...	...	...	...	...	...	1,887	...
...	...	Nagpur-Chhattisgarh (Depreciation Account)	...	...	...	...	...	...	43,802	...
8	(*a*)	North Western	14,009,124	4,911,216	...	9,037,908	1,025,121	8,072,787	11,910,288	3,828,741
...	...	Raja Bhat Khawa-Dalsingpara	...	...	...	...	...	...	804	...
9	(*a*)	Oudh and Rohilkhand	...	...	...	...	...	...	5,833,993	10,711,451
...	...	Petroleum operations in Baluchistan	...	...	...	...	...	...	7,946	...
...	...	Ranaghat-Bhagwangola	...	...	...	...	...	...	20,164	...
...	...	Rangiya-Tangla	...	...	...	...	...	...	45,244	...
...	...	Rosa-Sitapur	...	...	...	...	...	...	216,367	...
...	...	Sabarmati-Dholka	...	...	...	...	...	...	3,993	...
...	...	Sarai Kala-Havelian	...	...	...	...	...	...	41,855	...
...	...	Singhjani-Fulchhari	...	...	...	...	...	...	19,0 2	...
...	...	Shorkot Road-Chichoki	...	...	...	...	...	...	510,737	...
...	...	Southern Mahratta (Depreciation on works)	...	...	...	...	...	...	35,138	...
...	...	State railway stores	...	...	...	...	...	...	42,343	...
...	...	Umaria Colliery	...	...	...	...	...	...	12,178	...
...	...	Vizagapatam-Raipur	...	...	...	...	...	...	16,336	...
...	...	Warora Colliery	...	...	...	...	...	...	74,002	...
		Total	17,401,041	5,454,688	...	11,916,353	1,367,058	10,579,295	63,519,786	15,877,542
										II.—STATE LINES WORKED
5	(*b*)	Agra-Delhi Chord	...	...	...	...	...	...	947,058	...
11	(*a*)	Assam-Bengal	...	...	...	...	...	...	6,181,825	...
5	(*c*)	Baran-Kotah	...	...	...	...	...	...	304,392	...
		Carried over	...	...	...	...	...	...	7,433,275	...

DIX 3.

as State railways and of the Hardwar-Dehra railway at the end of 1911.

AT END OF THE YEAR.

Nominal amounts of Companies' capital.						Overdrafts.	Capital not bearing interest including discounts on capital raised.	Advances by the Secretary of State to Companies.				Total capital liability (excluding capital not bearing interest, column 19).	Remarks.
Share Capital.				Debenture and Debenture stock.									
In England.		In India.		In England.				In England.		In India.			
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
	£		£		£	£	£		£		£	£	
WORKED BY THE STATE.													
...	...	...	...	...	...	...	...	...	...	...	...	6,538	
...	...	...	...	...	...	...	...	...	...	...	...	536,144	
...	...	...	...	...	...	...	...	...	...	...	...	143,168	
...	...	...	...	...	...	...	...	...	...	...	...	5,009	
...	...	...	...	...	...	...	...	...	...	...	...	23,880	
...	...	...	...	...	...	...	...	...	...	...	...	841,887	
...	...	...	...	...	...	...	...	...	...	...	...	17,823,295	
...	...	...	...	...	...	...	...	...	...	...	...	28,946	
...	...	...	...	...	...	...	...	...	...	...	...	314,829	
...	...	...	...	...	...	...	...	...	...	...	...	292,888	
...	...	...	...	...	...	...	...	...	...	...	...	44.198	
...	...	...	...	...	...	...	...	...	...	...	...	5,095	
...	...	...	...	...	...	...	...	...	...	...	...	64,820	
...	...	...	...	...	...	...	...	...	...	...	...	969	
...	...	...	...	...	...	...	...	...	...	...	...	2,789	
...	...	...	...	...	...	...	...	...	...	...	...	29,042	
...	...	...	...	...	...	...	...	...	...	...	...	198 797	
...	...	...	...	...	...	...	...	...	...	...	...	1,155,241	
...	...	...	...	...	...	...	...	...	...	...	...	1,887	
...	...	...	...	...	...	...	...	...	...	...	...	43,802	
...	...	...	...	...	...	...	...	...	...	...	...	53,811,786	
...	...	...	...	...	...	...	...	...	...	...	...	804	
...	...	...	...	...	...	...	...	...	...	...	...	16,545,444	
...	...	...	...	...	...	...	...	...	...	...	...	7.946	
...	...	...	...	...	...	...	...	...	...	...	...	20.164	
...	...	...	...	...	...	...	...	...	...	...	...	45 244	
...	...	...	...	...	...	...	...	...	...	...	...	216,367	
...	...	...	...	...	...	...	...	...	...	...	...	3,993	
...	...	...	...	...	...	...	...	...	...	...	...	41,855	
...	...	...	...	...	...	...	...	...	...	...	...	19,062	
...	...	...	...	...	...	...	...	...	...	...	...	510,737	
...	...	...	...	...	...	...	...	...	...	...	...	35,138	
...	...	...	...	...	...	...	...	...	...	...	...	42,343	
...	...	...	...	...	...	...	...	...	...	...	...	12,178	
...	...	...	...	...	...	...	...	...	...	...	...	16,336	
...	...	...	...	...	...	...	...	...	...	...	...	74,002	
...	...	...	...	...	...	...	...	...	...	...	...	92,966,623	
BY COMPANIES.													
...	...	...	...	...	...	...	...	...	...	...	...	947,058	
3%	1,500,000	...	...	3% / 3½% / 3¾%	480,900 / 425.000 / 650,000	...	—1,908	...	...	...	...	9,237,725	
...	...	...	...	...	...	...	...	...	...	...	...	304,392	
...	1,500,000	...	...	...	1,555,900	...	—1,908	...	...	...	...	10,489,175	

APPEN

Capital liability on account of railways classed as State

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railways.	Capital Liability							
			Share capital of purchased railway being paid off by annuities.						State outlay.	Debt incurred for purchase of railways.
				Deduct.						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.		
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
										II.—STATE LINES
		Brought forward	...	...	...	...	...	...	7,433,275	...
...	...	Bayana-Agra	...	...	...	...	...	...	29,624	...
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	...	...	...	...	...	...	2,061,967	...
2	(*r*)	Broach-Jambusar	...	...	...	...	...	...	8,183	...
7	(*b*)	Bezwada Extension	...	...	...	...	...	...	81,275	...
...	...	Bhopal Itarsi (British section)	...	...	...	...	...	...	255,262	...
2	(*a*)	Bombay, Baroda and Central India	...	...	...	...	...	...	1,620,113	12,556,903
15	(*a*)	Burma	...	...	...	...	...	...	6,494,155	...
15	(*b*)	Burma Extensions	...	...	...	...	...	...	1,726,987	...
...	...	Coonoor-Ootacamund	...	...	...	...	...	...	248,804	...
...	...	Dharmapuri-Hosur	...	...	...	...	...	...	79,654	...
6	(*f*)	Dhone-Kurnool	...	...	...	...	...	...	64,945	...
4	(*a*)	East Indian	32,750,000	7,286,774	...	25,463,226	3,406,743	22,056,483	4,347,767	10,081,450
5	(*a*)	Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	4,384,961	28,724,357	2,447,853	5,964,666
...	...	Indian Midland	...	...	...	...	...	...	2,542,056	5,947,921
19	(*c*)	Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	280,117	...
22	(*b*)	Lucknow-Bareilly	...	...	...	...	...	...	341,409	...
6	(*a*)	Madras and Southern Mahratta*	12,819,558	...	1,500,000	11,319,558	368,069	10,951,489	9,155,605	2,187,916
6	(*j*)	Mysore section (Madras and Southern Mahratta).	...	...	...	...	...	...	...	...
2	(*c*)	Nagda Muttra	...	...	...	...	...	...	2,770,660	...
2	(*l*)	Palanpur-Deesa†	...	...	...	...	...	...	16,380	...
...	...	Roserah-Khagaria	...	...	...	...	...	...	1,458	...
2	(*b*) & (*m*)	Rajputana-Malwa (including Godhra-Rutlam-Nagda).	...	...	...	...	...	...	12,158,781	...
...	...	Samastipur-Roserah	...	...	...	...	...	...	47,238	...
10	(*a*)	South Indian	...	...	...	...	...	...	4,416,849	4,726,169
10	(*h*)	Tinnevelly-Quilon (Travancore) (British section).	...	...	...	...	...	...	8,011	...
10	(*i*)	Tinnevelly-Quilon (Travancore) (Native State section).	...	...	...	...	...	...	11,671	...
12	(*a*)	Tirhoot	...	...	...	...	...	...	4,992,423	...
		Total	80,428,776	7,286,774	3,250,000	69,892,002	8,159,673	61,732,329	63,652,522	41,465,025
										III.—COMPANIES' LINES
9	(*b*)	Hardwar-Dehra	...	...	...	...	...	...	...	...
		GRAND TOTAL	97,829,817	12,741,462	3,250,000	81,838,355	9,526,781	72,311,624	130,162,308	57,342,567

* The figures relating to the purchase of the late Madras railway as shown in columns 4, 6, 7, 8, 9 and 11, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

† The expenditure shown against this railway in this appendix represents the outlay incurred by Government.

DIX 3—*concld.*

railways and of the Hardwar-Dehra railway at the end of 1911.

AT END OF THE YEAR.

Nominal amounts of Companies' capital.								Advances by the Secretary of State to Companies.				Total capital liability (excluding capital not bearing interest, column 19).	Remarks.
Share Capital.				Debentures and Debenture stock.		Overdrafts.	Capital not bearing interest including discounts on capital raised.	In England.		In India.			
In England.		In India.		In England.									
Rate of interest	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
	£		£		£	£	£		£		£	£	
WORKED BY COMPANIES—*concld.*													
...	1,500,000	...	...	...	1,555,000	...	—1,908	...	...	...	...	10,489,175	
...	...	...	...	...	..	...	...	...	...	...	...	29,624	
4 %	3,000,000	...	...	3 %	1 259,300	4,537,670	—14,323	3½	2,900,000	3½ %	6 483,510	24,578,826	
				3¼ %	1,4 1,100					3¾%	—232,910		
				3½ %	2,639,600					4%	325,589		
				4 %	155,000								
...	...	...	...	...	...	...	...	...	...	...	...	8,183	
...	...	...	...	...	...	...	...	...	...	...	...	81,275	
...	...	...	...	...	..	...	...	...	...	...	...	255,262	
3 %	2,000.000	...	...	3½ %	1,000,000	...	—40,636	...	...	...	...	17,177,016	
2½ %	3,000,000	...	...	3 %	1,250,000	32,454	—30,181	...	...	...	...	10,776,609	
...	...	...	...	...	...	...	...	...	...	...	...	1,736.987	
...	...	...	...	...	...	...	...	...	...	...	...	218,894	
...	...	...	...	...	...	...	...	...	...	...	...	79,654	
...	...	...	...	...	...	...	...	...	...	...	...	64,945	
...	...	...	...	3 %	8,000,000	...	—711,037	...	...	...	...	51,485,700	
				3½ %	7,000,000								
3 %	2,575,000	...	...	2½ %	3,500,000	...	—246,342	3¼ %	2,500,000	...	...	45,711.876	
...	...	...	...	...	...	...	...	...	...	...	...	8,489,977	
...	...	...	...	...	...	...	...	...	...	...	...	280,117	
				3½ %	75,000					3½ %	190,980		
...	...	...	...	3½ %	32,000	...	13,102	...	...		..	1,123,796	
				4%	300,000*					4 %	184,407		
				3 %	180,000								
3½ %	4,991,540	3½ %	8,460	3¼ %	1,070,000	1,331,270	25,433	...	...	...	...	29,976,280	
				3½ %	100,000								
...	...	...	...	4%	1,200,000	...	24,000	...	...	...	...	1,200,000	
...	...	...	...	...	...	...	...	...	...	...	...	2,770,660	
...	...	...	...	...	...	...	...	...	...	...	...	16,380	
...	...	...	...	...	...	...	...	...	...	...	...	1,458	
...	...	...	...	...	...	...	...	...	...	...	...	12,158,781	
...	...	...	...	...	...	...	...	...	...	...	...	47,238	
				3¼ %	175,000								
3 %	1,000,000	...	...	3½ %	73,000	...	...	...	...	...	...	10,591,018	
				4 %	200,000								
				4 %	20,483								
...	...	...	...	3½ %	67.875	...	432	...	...	...	...	295,111	
				3¾ %	198,742								
				4%	29,517								
...	...	..	...	3½ %	369,125	...	818	...	...	...	...	786,571	
				3¾%	376,258								
...	...	...	...	...	...	...	...	...	...	...	...	4,992,423	
...	18,066,540	...	8,460	...	32,277,900	5,901,394	—981,142	...	5,400,000	...	6,949 576	235,453,746	
GUARANTEED UNDER MODERN CONTRACTS.													
...	...	...	184,842	...	...	1,348	...	...	...	...	...	186,190	
...	18,066,540	...	193,302	...	32,277,900	5,902,742	—981,142	...	5,400,000	...	6,949,576	328,606,559	

* State share of "Joint Debenture Stock" of £ 600,000. The proceeds of this loan were not paid over to Government.

APPEN

Details of gross earnings

Classification No. of railway. (Detailed in "Index" to appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands]	No [In hundreds.]	Earnings. [In thousands]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5' 6" GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) and (*h*)	Bengal-Nagpur	1905	16,8	2,02	51,6	2,42	232,7	2,86	8,326,7	62,06	273,7	25	8,901,5	69,61	6,85
			1906	19,6	2,33	58,9	2,77	269,1	3,13	9,176,6	68,52	309,4	29	9,833,6	77,04	7,54
			1907	22,8	2,50	67,3	2,95	381,8	3,58	10,354,5	73,90	351,2	31	11,177,6	83,24	8,30
			1908	23,5	2,60	75,6	3,13	372,9	3,60	10,949,5	75,07	427,7	36	11,849,2	84,76	8,62
			1909	23,4	2,63	79,4	3,29	327,9	2,87	12,025,6	82,41	450,2	37	12,906,5	91,57	8,97
			1910	25,4	2,96	80,4	3,46	292,9	2,59	12,856,9	85,15	482,3	40	13,737,9	94,56	9,79
			1911	26,3	2,97	81,1	3,60	314,4	2,97	13,743,0	90,81	560,5	47	14,755,3	1,00,82	10,10
2	(*a*), (*c*) to (*g*), (*o*) and (*p*)	Bombay, Baroda and Central India.	1905	74,8	1,88	641,4	5,63	280,1	5,88	15,100,4	49,70	7,389,8	4,52	23,489,5	67,61	9,57
			1906	74,4	1,84	636,5	5,39	260,4	5,46	16,091,7	52,36	7,825,7	4,80	24,8·8,7	69,85	9,60
			1907	75,3	2,03	749,3	5,92	248,5	5,27	19,211,5	57,20	8,388,1	5,15	28,672,7	75,·7	10,91
			1908	75,9	1,97	723,6	5,74	208,2	4,43	20,738,4	63,53	8,801,2	5,31	30,·47,3	80,9·	11,61
			1909	73,2	1,84	735,6	5,63	191,3	3,77	21,801,5	66,34	9,207,7	5,47	32,009,3	83,05	11,77
			1910	57,5	2,14	459,6	5,60	215,9	4,09	24,390,3	70,55	8,898,6	5,29	34,021,9	92,67	12,58
			1911	57,1	3,09	488,1	6,33	273,6	6,16	25,710,4	81,69	9,002,6	5,43	35,531,8	1,02,70	14,73
3	(*a*)	Eastern Bengal.	1905	*†54,8	*1,45	*†154,2	*1,83	*†1,244,3	*4,34	*†15,096,6	*32,13	*†1,610,0	*2,00	*†18,159,9	*41,75	*4,47
			1906	†61,7	1,52	†177,4	1,92	†1,174,6	4,56	†17,824,3	34,88	†1,899,9	2,24	†21,137,9	45,12	6,28
			1907	†67,3	1,42	†231,7	2,02	†1,729,2	4,72	†20,134,2	42,00	†2,062,3	2,19	†24,224,7	52,35	5,97
			1908	†74,7	1,61	†238,7	2,04	†1,873,0	5,19	†21,018,9	43,89	†3,318,7	2,25	†26,524,0	54,98	6,58
			1909	†75,9	1,54	†214,0	1,96	†1,910,8	4,69	†20,879,7	43,25	†3,176,5	2,60	†26,256,9	54,94	6,08
			1910	†146,7	2,10	†280,8	2,45	†2,872,8	6,51	†3,483,3	45,07	†3,313,6	2,73	†39,097,2	58,86	5,89
			1911	†91,7	2,30	†239,9	2,65	†2,590,2	7,57	†25,235,4	47,72	†3,590,9	2,94	†31,748,1	63,18	8,66
4	(*a*) to (*d*)	East Indian.	1905	72,4	7,81	216,2	8,56	1,814,7	17,79	22,041,8	1,71,04	1,792,8	1,75	25,937,9	2,06,95	32,33
			1906	69,4	7,52	210,8	8,81	1,861,6	18,07	24,092,1	1,85,15	1,909,5	1,87	28,143,4	2,21,42	29,58
			1907	75,5	8,14	216,8	8,76	2,009,0	19,03	26,717,0	1,99,73	2,168,8	2,06	31,187,1	2,37,72	32,34
			1908	81,0	8,30	223,4	8,86	2,107,4	19,25	27,025,3	1,90,51	2,·30,1	2,16	31,767,2	2,29,08	31,52
			1909	83,1	8,47	224,5	8,97	2,144,0	19,37	26,819,1	1,86,87	2,446,0	2,15	31,716,7	2,25,83	31,45
			1910	86,0	9,43	278,2	9,92	2,344,2	22,34	29,090,8	2,05,54	2,487,6	2,28	34,286,8	2,49,51	34,18
			1911	98,1	11,42	292,5	11,63	2,394,6	23,31	31,194,5	2,16,88	2,576,9	2,35	36,556,6	2,65,59	41,06
5	(*a*) to (*h*)	Great Indian Peninsula.	1905	97,7	9,25	518,3	13,65	988,9	18,31	18,540,6	1,01,72	5,147,4	2,60	25,292,9	1,45,53	31,82
			1906	98,2	9,74	502,5	14,26	1,066,1	19,05	20,177,9	1,12,64	5,546,8	2,92	27,390,5	1,58,61	33,04
			1907	104,1	10,56	496,1	14,28	965,7	18,85	22,026,4	1,24,35	5,937,6	3,10	29,529,9	1,71,18	33,90
			1908	95,8	10,24	468,8	13,58	917,8	17,44	21,816,3	1,20,06	6,063,7	3,17	29,3·7,4	1,64,49	34,22
			1909	96,0	10,76	446,0	13,04	823,5	15,77	21,589,6	1,23,99	6,134,2	3,25	29,088,3	1,66,81	34,71
			1910	81,7	12,85	332,6	14,26	923,1	17,16	24,221,2	1,42,00	6,025,2	3,15	31,583,8	1,89,42	36,95
			1911	97,0	14,73	358,4	15,07	1,060,2	20,71	25,319,8	1,47,96	6,278,0	3,30	33,118,4	2,01,77	44,73
...	...	Madras	1905	31,0	3,00	137,7	4,06	62,4	1,09	13,281,3	55,99	883,9	35	14,396,3	64,49	9,99
			1906	34,4	3,32	148,8	4,45	69,9	1,29	14,228,5	59,20	891,0	39	15,372,6	68,65	11,22
			1907	34,6	3,28	165,1	4,59	76,0	1,44	16,348,1	66,21	685,8	33	17,309,6	75,85	11,43
6	(*a*) and (*b*)	Madras and Southern Mahratta.	1908	†45,6	2,28	†213,4	3,32	†66,9	1,34	†25,142,9	54,00	†324,6	31	†25,793,4	61,25	9,05
			1909	†45,7	2,59	†211,1	3,41	†23,0	50	†26,343,3	57,99	†393,7	27	†27,016,8	64,76	9,94
			1910	†42,7	2,93	†199,2	3,64	†26,4	61	†28,476,0	58,59	†761,6	19	†29,50·,9	65,96	11,38
			1911	†45,6	3,19	†204,8	3,89	†27,5	61	†28,959,3	61,51	†856,0	24	†30,093,2	69,44	11,72
7	(*a*) and (*b*)	Nizam's Guaranteed State.	1905	6,7	47	53,0	1,02	268,1	1,16	1,239,9	6,24	15,7	9	1,583,4	8,98	1,87
			1906	6,5	49	53,6	1,04	279,5	1,26	1,339,9	6,69	27,1	9	1,706,6	9,57	1,75
			1907	6,7	46	54,9	1,01	405,0	2,44	1,446,4	6,63	31,9	10	1,944,9	10,64	1,44
			1908	6,7	45	54,3	1,03	461,0	3,27	1,·3,3	5,82	32,8	11	1,828,1	10,68	1,45
			1909	7,7	49	59,2	1,08	238,0	1,21	1,686,3	8,01	32,3	10	2,023,5	10,89	1,55
			1910	7,7	48	47,4	1,01	235,8	1,36	1,602,0	8,91	29,2	11	1,922,1	11,87	1,61
			1911	8,6	57	48,5	1,03	376,0	2,96	1,325,5	7,16	42,1	14	1,800,7	11,86	1,97
8	(*a*) to (*l*)	North Western.														
		Commercial Section.	1905§	Information not separately recorded.	4,90	Information not separately recorded.	6,41	Information not separately recorded.	13,74	Information not separately recorded.	1,35,29	Information not separately recorded.	...	Information not separately recorded.	1,60,34	21,11
			1906§		5,28		6,58		14,89		1,44,23		...		1,70,98	20,05
			1907		6,13		7,93		15,66		1,72,39		...		2,02,11	22,54
			1908		6,35		8,10		16,31		1,73,49		...		2,04,·5	26,70
			1909		6,29		8,49		18,03		1,77,27		...		2,10,08	25,96
			1910		7,22		9,09		17,61		2,01,17		4		2,35,13	26,95
			1911		8,47		10,12		19,21		2,22,74		7		2,60,61	32,25
		Military Section.	1905		50		63		1,01		15,77		...		17,91	2,56
			1906		52		74		1,15		17,83		...		20,30	3,06
			1907		62		78		1,23		19,02		...		21,65	3,14
			1908		80		93		1,65		19,87		...		23,25	2,95
			1909		88		1,01		1,71		20,58		...		24,15	3,06
			1910		1,02		1,01		1,79		21,95		...		25,77	3,17
			1911		1,06		1,03		1,82		23,22		...		27,13	3,55

* Includes the Bengal Central railway, which for the first-half of 1905 was worked independently of the Eastern Bengal railway.

† Includes figures for the 3' 3⅜" gauge section.

§ Includes the Kalka-Simla railway, the working of which was made over to the North Western railway from the 1st January 1907.

DIX 4.

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steamboat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue Stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs	Rs.	Rs.
76.46	1,785	1,10,19	...	3	1,529	36 16	650	9,39	11	74	1,92	3,975	1,58,13	43	70	8,69	2,44,71
84,58	1,987	1.10,69	...	2	2,012	52,86	634	10,59	12	85	84	4,645	1,75,85	41	1,15	7,49	2,69,48
91,54	2,023	1,23,47	...	8	2,066	50,69	725	12,03	14	95	1,94	4,828	1,89,11	45	98	7.72	2,89,80
93,38	1,814	93,76	1	10	2,286	57,51	796	12,81	21	1,27	1,93	4,918	1,67,18	43	75	9,62	2,71,56
1,00,34	1,924	1,05,39	1	19	1,973	52,49	772	12,94	19	1,06	88	4,689	1,72,95	938	84	13,01	2,87,72
1,04,35	2,291	1,15,51	2	25	2,283	62.23	683	10,03	18	1,15	1.58	5,276	1,90,75	40	85	1,18	3,08,53
1,10,92	2,370	1,27,93	1	27	2,767	73,74	692	12,98	16	1,06	1,02	5,846	2,17,00	44	85	10,49	3,39,70
77,18	1,791	1,20,64	1	23	42	1,77	198	2,86	23	4,27	19	2,055	1,29,96	51	...	4.08	2,11,73
79,45	1,989	1,24,00	1	21	77	3,23	248	3,26	29	5,70	29	2,344	1,36,69	47	...	2.64	2,19,25
86,48	2,139	1,30,08	1	80	134	2,61	305	3,13	31	5,13	29	2,610	1,41,54	52		2,88	2,31,42
92,59	2,089	1,18,45	1	12	150	3,44	289	3,66	32	4,97	23	2,561	1,30,87	50	...	3.23	2,27,19
94,82	2,20	1,34,52	2	19	159	3,08	411	5,38	33	5,53	24	2,814	1,48,94	47	...	4,99	2,49,22
1,05,25	2,344	1,57,21	1	17	184	3,39	345	5,95	37	6,23	29	2,911	1,73,24	52	...	3,49	2,82,50
1,17,43	2,373	1,67,87	2	20	217	4,26	730	5,30	52	7,57	33	3,374	1,85,53	60	...	3,24	3,06,80
*46,22	*†1,899	*63,87	*†13	*22	*†511	*3,16	*†627	*3,46	*†1	*6	*24	*†3,051	*71,01	*19	...	*7,24	1,24,66
51,40	†2,387	75,23	†16	41	†562	2,83	†726	3,93	†3	6	1,13	†3,694	83,59	19	...	5,94	1,41,12
58,32	†2,570	87,75	†12	35	†691	5,49	†818	3,96	†10	3	61	†4,101	98,19	22	...	7.48	1,64,21
61,56	†2,491	80,32	†11	21	†787	6,07	†871	6,58	†14	6	42	†4,174	93,66	9	...	5.47	1,60,78
60,02	†2,510	82,45	†9	15	†843	6,34	†753	6,55	†8	11	34	†4,153	95,94	20	...	6,53	1,62,69
64,75	†2,730	79,29	†11	15	†913	6,71	†790	6,62	†6	8	62	†4,250	93,47	21	...	6,85	1,65,28
71,84	†2,717	82,77	†12	15	†930	7,18	†1,153	12,00	†8	9	53	†4,820	1,02,72	24	...	6,43	1,81,23
2,39,28	4,116	2,88,41	18	6,79	6,142	2,02,44	1,951	24,01	9	2,78	2,51	12,236	5,26,94	1,00	2,54	9,70	7,79,46
2,51,00	4,051	3,07,79	19	7,43	6,485	2,16,25	1,952	24,02	10	3,46	3,10	12,517	5,62,05	92	2,68	9,42	8,26,07
2,70,06	4,215	3,12,80	13	4,59	6,872	2,06,03	1,888	23,59	13	3,87	2,06	13,001	5,52,94	1,00	2,82	11,09	8,37,91
2,60,60	4,191	3,05,43	15	3,44	7,706	2,34,11	2,245	28,14	15	3,99	1,70	14,172	5,76,81	92	2,91	12,01	8,53,25
2,57,28	4,502	3,16,89	19	5,26	6,731	2,06,86	2,027	23,75	17	3,89	1,17	13,296	5,57,82	76	1,95	10,89	8,28,70
2,83,69	4,559	3,17,12	16	−1,86	7,810	2,42,58	1,941	23,44	19	4,27	1,97	14,345	5,87,52	86	1,71	16,55	8,90,33
3,06,65	5,186	3,43,39	38	6,57	7,548	2,47,89	2,096	29,95	24	5,17	2,60	14,892	6,35,57	97	1,94	12,48	9,57,61
1,77,85	3,591	4,14,21	16	4,05	215	6,51	1,831	16,72	23	3,65	1,63	5,676	4,46,77	1,11	...	5,21	6,80,44
1,91,65	3,783	4,09,09	14	4,25	219	6,65	1,770	18,27	25	3,10	2,88	5,859	4,44,24	1,09	...	7,04	6,44,02
2,05,08	4,036	4,34,36	17	3,61	395	11,72	1,421	20,23	20	2,54	2,82	5,889	4,75,28	1,11	...	7,07	6,88,54
1,98,71	3,515	3,58,37	17	2,09	444	14,14	1,593	20,09	23	2,84	1,76	5,592	3,99,29	1,06	...	6,57	6,05,63
2,01,52	3,9 0	4,12,28	20	2,41	498	16,31	1,958	19,32	25	2,94	−1,75	6,421	4,51,51	95	...	7,13	6,61,11
2,26,37	4,283	4,64,45	21	2,48	567	18,68	1,826	23,01	23	3,00	−11,66	6,720	4,99,96	1,02	...	6,99	7,34,34
2,46,50	4,545	4,67,80	30	2,96	753	24,00	2,035	23,00	16	3,06	−93	7,379	5,19,89	1,16	...	6,95	7,74,50
74,48	1,959	1,11,36	1	50	356	9,02	502	6,33	4	60	62	2,822	1,28,43	21	...	5,30	2,08,42
79,87	1,952	1,1 ,28	1	35	362	8,32	573	7,67	3	51	47	2,891	1,27,60	22	...	6,21	2,13,90
87,28	2,016	1,09,77	6	2,02	407	9,10	537	5,41	3	48	55	2,969	1,27,33	22	...	5,77	2,20,60
70,30	†2,948	80,58	†5	32	†206	6,47	†428	4,24	†5	30	−75	†3,592	91,16	20	...	4,55	1,66,21
74,70	†2,634	86,44	†5	15	†192	8,55	†641	5,02	†6	21	31	†3,478	1,00,68	20	...	5,34	1,80,92
77,34	†2,660	88,44	†7	38	†181	9,92	†571	6,16	†8	54	30	†3,427	1,05,74	18	...	6,42	1,89,68
81,16	†2,878	95,98	†6	43	†178	10,01	†544	4,03	†11	1,10	33	†3,617	1,11,88	19	...	4,88	1,98,11
10,85	346	20,37	1	16	380	11,74	130	87	...	9	5	857	33,28	19	...	1,93	46,25
11,32	380	22,04	1	12	389	11,75	99	77	1	7	6	870	34,81	23	...	1,98	48,34
12,08	413	26,23	2	35	328	10,61	101	1,00	...	7	10	881	38,35	24	...	2,34	53,01
12,13	394	22,73	3	15	359	11,34	122	1,03	...	4	10	878	35,39	24	...	2,62	50,38
12,44	378	21,86	2	12	338	10,24	125	1,26	1	8	8	844	33,64	19	...	3,77	50,04
13,48	410	24,73	3	12	392	12,32	181	2,20	1	5	19	987	39,52	20	...	3,38	56,58
13,83	526	30,59	3	14	385	12,28	150	1,87	...	5	17	1,064	44,60	26	...	1,93	60,62
1,81,45		‖		‖		‖		36,93		‖	‖		4,06,01	108	1	7,30	5,95,85
1,91,03		3,83,70		4,64		3,88		36,05		1,01	4,46		4,33,73	97	...	9,84	6,35,57
2,24,65		4,41,91		4,72		5,49		41,96		1,01	7,08		5,02,17	116	...	8,96	7,36,94
2,30,95		2,75,45		2,15		7,43		51,07		1,06	5,75		3,42,91	85	...	9,18	5,83,89
2,96,04		3,71,82		2,09		7,05		51,04		1,63	10,70		4,44,33	77	...	9,58	6,90,72
2,62,08		4,22,56		2,47		7,63		44,11		2,56	12,46		4,91,79	86	...	15,63	7,70,36
2,92,86		4,54,68		3,54		9,49		46,02		3,15	10,35		5,27,23	95	...	11,92	8,32,96
20,47		‖		‖		‖		2,38		‖	‖		25,11	17	...	63	46,38
23,36		21,72		1,21		32		2,50		24	20		26,20	19	...	55	50,30
24,70		21,04		1,11		31		2,42		22	26		25,36	18	...	63	50,96
26,20		21,84		32		44		3,26		19	30		26,35	17	...	45	53,17
27,24		19,84		14		84		2,87		22	39		23,80	14	...	49	51,67
28,94		20,09		21		43		2,39		41	35		23,88	15	...	55	53,52
30,68		19,49		92		68		3,32		41	31		25,13	15	...	49	56,45
	Information not separately recorded.		Information not separately recorded.		Information not separately recorded.		Information not separately recorded.		Information not separately recorded.			Information not separately recorded.					

* Includes the Bengal Central railway, which for the first-half of 1905 was worked independently of the Eastern Bengal railway.
† Includes figures for the 3′ 3⅜″ gauge section.

‡ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.
‖ Included with the total earnings from goods traffic.

APPEN

Details of gross earnings

Classification No. of Railway. (Detailed in "Index" to Appendix 9)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings [In thousands]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings [In thousands]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds]	Earnings. [In thousands.]	No [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5' 6" gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
...	...	Total North Western (commercial and military sections)	1905	*76,7	*5,40	*256,1	*7,04	*1,408,1	*14,75	*28,276,1	*1,51,06	...	...	*30.017,0	*1,58,25	*23.67
			1906	*81,1	*5,86	*271,9	*7,32	*1,575,2	*16 04	*31,659 5	*1,62,06	...	...	*33,587,7	*1,91,28	*23,.1
			1907	96,6	6,75	319,6	8,71	1,907,7	16.89	37,700,1	1.91,41	...	...	40,024,0	2,23,76	2.68
			1908	91,7	,15	332,2	9,03	2,137,9	17,96	38,183,3	1 93,36	...	...	40,745.1	2,27.0	29,65
			1909	92,5	7,17	361,5	9,50	2,143,1	19,74	39 815,6	1,97,85	...	...	42,7 2.8	2,34,26	29.02
			1910	85,6	8,24	297,8	10,10	1,979,2	19,40	45,998,4	2,23,12	128,3	4	48,489,	2,60,90	30,12
			1911	118,8	9,53	326,6	11,15	2,421,4	21,03	50,551,4	2,45,96	141,6	7	53,559,8	2,87,74	35,80
9	(*a*) to (*c*)	Oudh and Rohilkhand.	1905	39,1	2,26	123,5	2,95	922,9	6,85	9,711,8	52,50	...	...	10,797,3	64,56	7,46
			906	41,0	2,35	132,8	3,17	978,9	7,3	10,716,6	58,21	...	...	11,869,3	71,03	7,56
			1.07	40,9	,33	125,4	3,12	1,031,1	7,02	1 ,805.0	64,18	12,4	1	13,024,2	76, 6	7,21
			1908	41,1	2,34	125,1	3,09	989,5	7,32	11,023,9	56,89	13,5	1	12,203,1	69,45	7,32
			1909	40,4	2,34	138,6	3,19	1,017,8	7,31	11,858,8	6 ,15	11,5	1	13,067,1	7 ,00	7.32
			1910	34,3	2,74	113,6	3,68	1,123,8	7,92	13,734,7	69.53	11,4	1	15,017,8	83,-8	8.79
			1911	40,0	3,05	129,5	4,05	1,175,1	8,54	15,568,3	76,92	10,8	1	16,923,7	92,57	9,21
10	(*a*)	South Indian.	1908	†	79	†	1,40	...	...	†	18,30	†	5	†	21,54	2,84
			1909	†	89	†	1,53	...	...	†	18,29	†	11	†	20 82	2,83
			9 0	†	95	†	1,65	...	...	†	20 06	†	9	†	22,75	3, 8
			1911	†	92	†	1,77	...	...	†	20,61	†	17	†	23,47	3,30
		3'3⅜" gauge.														
11	(*a*)	Assam-Bengal.	1905	6,1	41	16,2	38	18,9	18	2,435,2	12,97	...	...	2,476,4	13,94	1,50
			1906	7,0	51	17,3	42	14,2	15	2,693,6	14, 7	...	...	2,732,1	15,25	1,71
			1907	7,5	57	20,4	50	18,6	20	3,027,7	16,00	...	...	3,071,2	17, 7	1,93
			1908	8,6	65	21,3	53	18,7	21	3,190,2	17,19	..	...	3,238,8	18,.8	2,03
			1909	9,3	67	21,1	54	22,1	25	3,3 6,6	17,86	2,9	1	3,382,6	19,33	2,25
			1910	10,6	72	21,2	57	39,1	40	3,590,4	19,11	5,3	1	3,669,6	20,81	2,67
			1911	11,8	83	25,6	64	55,1	55	4,034,3	21,5	11,3	4	4,198,1	23,56	2,64
12	(*a*) & (*b*)	Bengal and North-Western.	1905	19,7	61	45,1	74	214,9	1,57	13,534,2	2,58	191,7	4	14,005,6	55,54	2,34
			1906	19,3	59	46,6	80	239,7	1,73	14,570,5	57,20	223,7	4	15,099,3	60, 6	3,72
			1907	19,1	62	55,6	93	263,1	1,84	16,352,6	65,43	165,1	3	16,855,5	68,85	4,03
			1908	20,1	63	58,0	96	26 ,0	1,84	17,8 4,0	69,95	125,6	2	18,270,7	72,70	4,19
			1909	18,6	59	55 1	2	251,3	1,73	17,608,4	68,47	140,1	3	18,073,5	69,7	4,25
			1910	17,3	59	58,6	1,00	277,0	1,89	20,105,3	74,39	136,3	3	20,594,5	7 ,90	4,57
			1911	17,6	56	56,5	94	298,3	1,90	22,018,9	81,13	128,7	3	22,515,0	84,56	5,39
13	(*a*) & (*b*)	Bengal Dooars.	1905	3	2	2,0	5	5,4	4	478,3	1,75	...	...	486,0	1,83	22
			1906	4	2	2,2	5	6,3	4	444,4	1,77	...	...	45 ,3	1,88	21
			19 7	6	2	2,6	5	7,3	4	595,2	1,96	...	...	605,7	2,07	23
			1908	8	4	3,1	5	14,0	7	645,1	2,42	...	...	663,0	2,58	28
			1909	9	3	2,7	5	14,1	7	665,0	2,42	...	...	682,7	2,57	29
			1910	1,2	5	3,2	5	17,4	9	672,9	2,39	...	...	69 ,7	2, 8	31
			1911	1,0	5	4,0	7	20,0	10	735,0	2,51	...	...	760,0	2,83	36
...	...	Bhavnagar-Gondal-Junagad-Porbandar.	1905	7,7	25	55,2	75	70,0	56	1,961,9	10,53	10,3	2	2,105,1	12,11	1,24
			1906	7,5	22	56,1	72	77,2	59	2,098,4	11, 3	10,6	2	2,249,8	12,78	1,05
			1907	8,4	25	61,8	80	89,2	67	2,418,2	12,45	4,1	1	2,611,7	14,19	1,27
			908	7,9	26	51,2	79	85,3	67	2,608,0	14,15	2,3	...	2,754,7	15,87	1,18
			1909	6,9	25	46.0	74	78,5	56	2,555,7	13,99	5,8	1	2,692,9	15,55	1,29
			1910	7,1	24	48,9	77	97,5	69	2,958,5	15,85	52,6	7	3,164,6	17,62	1,33
14	(*a*) & (*b*)	Bhavnagar	1911	2,7	8	19,0	30	28,8	23	1,342,6	7,08	4,4	1	1,397,5	7,70	54
15	(*a*) & (*b*)	Burma	1905	44,2	2,02	191,4	2,63	...	...	16,410,4	61,07	228,4	22	16,874,4	65,94	3,63
			1906	46,1	2,23	200,2	2,73	...	...	17,076,0	62,56	387,3	24	17,609,6	67,76	3,64
			1907	48,2	2, 2	160,8	2,84	...	...	17,051,5	64,32	310,0	23	17,570,5	70,01	3,96
			1908	55,2	2,83	179,1	3,27	...	...	19,498,0	77,56	263,8	21	19,996,1	83,87	4,81
			1909	56,1	2,89	171,1	3,12	...	...	19,9 6,2	75,17	3 8,8	24	20,502,2	81,42	4,83
			1910	55,4	3,00	166,8	3,11	...	...	20,930,6	74,94	397,8	27	21,550,6	81,32	4,74
			1911	55,8	3,07	172,0	3,23	...	...	22,597,7	80,66	471,8	29	23,297,3	87,25	5,14
...	...	Deoghur.	1905	1,7	1	...	...	6,4	2	265,4	36	...	...	273,5	39	2
			1906	...	...	...	...	...	...	328,9	47	...	...	328,9	47	...
			1907	2,0	1	...	...	...	...	31 ,8	44	...	...	315,8	45	1
			1908	2,4	1	...	...	...	...	316,4	41	...	...	318,8	42	2
			1909	2,2	1	...	...	...	...	308,4	41	...	...	310,6	42	1
			1910	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
			1911	Amalgamated with the East Indian railway system.												

* Includes the Kalka-Simla railway, the working of which was made over to the North Western railway from the 1st January 1907.
† Included with the South Indian railway, 3' 3⅜" gauge section.
‡ Information not furnished.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] §	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
*2,01,92	*3,981	*3,69,45	*27	*6,65	*149	*4,01	*3,072	*39,31	*8	*1,56	*10,14	*7,237	*4,31,12	*1,25	*1	*7,93	*6,42,23
*2,14,39	*4,420	*4,05,42	*22	*5,85	*154	*4,20	*3,448	*38,55	*7	*1,25	*4,66	*8,051	*4,59,93	*1,16	...	*10,39	*6,85,87
2,49,44	5,007	4,62,95	21	5,83	255	5,80	3,220	44,38	8	1,23	7,34	8,511	5,27,53	1,34	...	9,59	7,87,90
2,57,15	3,639	2,97,29	28	2,47	323	7,87	4,573	54,33	8	1,25	6,05	8,571	3,69,26	1,02	...	9,63	6,37,06
2,63,28	4,333	3,91,66	20	2,23	327	7,39	3,965	53,91	14	1,85	11,09	8,659	4,68,13	91	...	10,07	7,42,39
2,91,02	4,885	4,42,65	30	2,68	386	8,06	5,188	46,50	21	2,97	12,81	10,460	5,15,67	1901	...	16,18	8,23,88
3,23,54	5,091	4,74,17	40	4,46	457	10,17	5,195	49,34	24	3,56	10,66	10,807	5,52,36	1,10	...	12,41	8,89,41
72,02	1,414	60,23	3	21	81	2,39	840	9,26	2	56	43	2,340	73,08	42	...	11,48	1,57,00
78,59	1,399	64,84	3	31	85	2,69	768	8,78	1	33	32	2,256	77,27	38	...	11,78	1,68,02
83,87	1,749	77,06	2	28	77	2,20	657	8,60	1	29	60	2,486	89,03	43	...	12,47	1,85,80
76,77	1,520	63,41	2	12	70	1,90	832	10,31	1	18	62	2,425	76,54	41	...	11,66	1,65,38
82,32	1,433	59,12	7	38	77	2,13	720	9,63	1	33	59	2,238	72,18	35	...	10,71	1,65,56
92,67	1,536	68,19	4	15	115	3,04	675	8,92	2	37	19	2,332	80,86	39	...	13,16	1,87,08
1,01,78	1,674	74,61	8	22	157	3,84	1,076	9,12	3	62	63	2,918	89,04	47	...	16,91	2,08,20
23,38	†	28,50	†	19	†	1	†	1,10	†	9	10	†	29,99	5	...	3,83	57,25
28,65	†	30,27	†	30	†	6	†	1,00	†	16	21	†	32,00	5	...	6,60	62,30
25,93	†	30,33	†	24	†	6	†	1,00	†	19	22	†	32,04	6	...	5,36	63,39
26,77	†	35,46	†	21	†	4	†	72	†	22	23	†	36,88	7	...	5,94	69,66
15,44	286	14,50	...	...	19	52	127	1,98	...	2	14	432	17,16	21	21	1,81	34,83
16,96	453	19,22	...	1	23	64	128	2,30	...	4	20	604	22,41	26	23	2,34	42,20
19,19	498	22,89	...	2	33	1,00	127	2,49	...	5	23	658	26,68	26	12	2,65	48,90
20,61	388	18,29	...	1	48	1,79	171	3,43	...	4	19	607	23,75	23	16	2.22	46,97
21,58	404	19,83	...	1	48	1,62	209	3,16	...	4	25	661	24,91	20	17	2,29	49,15
23,48	399	20,36	...	1	57	1,96	165	2,72	...	5	30	621	25,40	19	5	2,58	51,70
26,20	415	21,08	...	...	65	2,28	184	2,65	...	6	10	664	26,17	20	...	3,19	55,76
‡55,89	1,309	56,41	1	13	91	1,26	413	5,24	1	11	49	1,815	‡57,03	40	8,16	2,13	1,23,61
‡61,26	1,561	70,65	...	...	119	1,62	404	4,99	5	68	33	2,089	‡70,22	43	9,26	2,66	1,43,83
‡69,75	1,699	83,35	...	1	110	1,39	449	5,53	11	1,28	33	2,269	‡82,26	47	10,07	2,44	1,64,99
‡73,97	1,600	72,58	...	...	112	1,50	381	5,04	12	1,37	31	2,105	‡73,89	46	10,39	2,78	1,61,49
‡70,70	1,561	69,88	...	...	105	1,20	431	5,50	6	70	34	2,103	‡72,10	39	10,42	2,59	1,56,20
‡78,83	1,646	71,48	...	3	113	1,31	534	6,75	8	99	20	2,301	‡74,44	44	10,77	3,24	1,67,72
‡86,03	1,882	84,31	1	3	128	1,56	536	7,09	10	1,19	28	2,557	‡86,35	49	12,07	3,51	1,88,45
2,08	67	4,88	...	...	8	38	119	1,09	...	...	7	194	6,42	1	...	31	8,82
2,09	79	5,93	...	...	14	58	108	1,03	...	...	3	201	7,57	3	13	11	9,93
2,30	87	6,39	...	...	15	58	42	61	...	...	3	144	7,61	3	16	15	10,25
2,86	87	6,61	...	...	18	64	9	6	...	...	7	114	7,38	2	17	14	10,57
2,86	83	6,40	...	...	19	75	6	4	...	...	10	108	7,29	1	18	21	10,55
2,89	87	6,96	...	...	22	92	14	11	...	...	6	123	8,05	2	17	32	11,45
3,19	93	7,14	...	...	24	1,05	23	17	...	...	5	140	8,41	2	16	24	12,02
13,35	264	8,11	...	...	6	7	14	11	...	1	3	284	8,33	20	...	52	22,40
13,83	283	8,71	...	...	11	11	22	16	...	1	1	316	9,00	21	...	52	23,56
15,46	349	10,78	...	...	10	11	18	15	1	2	2	378	11,08	24	...	79	27,57
17,05	299	10,47	...	...	7	7	37	29	1	5	3	344	10,91	21	...	66	28,83
16,84	318	10,40	...	...	11	11	28	17	1	4	3	358	10,75	20	...	52	28,31
18,95	337	11,69	...	...	10	15	26	14	1	5	6	374	12,09	21	...	83	32,08
8,24	189	6,26	...	...	6	7	21	11	2	10	—1	218	6,53	8	...	67	15,52
69,57	1,486	76,46	2	28	1	1	934	6,15	7	2,17	30	2,430	85,37	26	53	2,03	1,57,76
71,40	1,412	72,55	2	30	1	1	1,167	7,26	7	2,00	35	2,589	82,47	23	59	2,63	1,57,32
73,97	1,547	82,19	1	12	1	3	1,112	6,57	9	2,20	23	2,670	91,34	24	55	1,75	1,67,85
88,68	1,624	85,08	3	13	1	7	1,458	7,74	8	2,21	20	3,094	95,43	23	60	3,15	1,88,09
86,25	1,682	90,09	3	16	4	26	1,226	7,29	7	1,83	30	2,932	99,93	20	60	7,71	1,94,69
86,06	1,838	96,07	3	16	10	60	1,097	7,20	8	2,27	24	2,956	1,06,54	20	70	4,76	1,98,26
92,39	1,882	98,57	4	17	12	78	1,084	7,17	9	2,94	24	2,941	1,09,87	23	81	3,41	2,06,71
41	12	3	...	...	2	1	...	...	...	...	...	14	4	...	...	...	45
47	15	5	...	...	...	...	...	...	...	...	...	15	5	...	...	1	53
46	21	9	...	...	...	...	...	...	...	...	...	21	9	...	...	1	56
44	16	5	...	...	4	1	...	...	...	...	...	20	6	...	...	1	51
43	15	6	...	...	4	1	...	...	...	...	...	19	7	...	...	...	50
**	**	**	...	...	**	**	...	...	...	...	...	**	**	...	...	**	**

* Includes the Kalka-Simla railway, the working of which was made over to the North Western railway from the 1st January 1907.
† Included with the South Indian railway, 3′ 3⅜″ gauge section.
‡ Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge link) earnings which, as to details, are included with the Bengal and North-Western railway and as to totals with the Oudh and Rohilkhand railway.
** Information not furnished.
Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head	Sub-head			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3′ 3⅜″ GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
16	(*a*) & (*b*)	Dibrn-Sadiya.	1905	3,8	9	3,4	4	...	...	345,5	1,28	...	...	352,7	1,41	24
			1906	5,4	9	4,5	5	...	...	385,7	1,41	...	...	395,6	1,55	24
			1907	5,8	10	4,8	5	...	...	405,2	1,36	...	...	415,8	1,51	25
			1908	6,7	10	6,0	5	...	...	483,4	1,58	...	...	496,1	1,73	26
			1909	7,1	10	6,2	5	...	...	498,9	1,57	...	...	512,2	1,72	26
			1910	8,1	11	7,1	6	...	..	524,6	1,63	...	...	539,8	1,80	31
			1911	8,6	13	6,7	6	...	...	590,2	1,87	...	...	605,5	2,06	36
3	(*b*) to (*d*).	Eastern Bengal.	1905	*	76	*	1,15	*	2,54	*	27,54	*	6	*	32,05	3,86
			1906	*	89	*	1,16	*	2,70	*	32,77	*	8	*	37,60	4,40
			1907	*	1,09	*	1,53	*	4,19	*	33,55	*	10	*	40,46	5,32
			1908	*	1,08	*	1,66	*	5,49	*	35,09	*	10	*	44,02	4,47
			1909	*	1,26	*	1,69	*	4,76	*	35,26	*	10	*	43,09	4,22
			1910	*	94	*	1,52	*	4,39	*	37,51	*	10	*	44,46	10,00
			1911	*	81	*	1,45	*	5,04	*	46,25	*	11	*	53,66	6,55
17	(*a*) & (*b*)	Gondal-Porbandar.	1911	3,3	8	24,5	28	35,1	22	1,327,2	5,94	2,9	...	1,393,0	6,52	38
7	(*c*)	Hyderabad Godavari Valley.	1905	4,0	21	37,5	81	...	...	1,538,9	7,66	10,7	5	1,591,1	8,73	88
			1906	3,7	21	39,5	88	...	...	1,750,5	8,22	9,4	7	1,803,1	9,38	94
			1907	4,5	26	43,7	99	...	...	2,039,3	9,64	8,0	4	2,095,5	10,93	1,05
			1908	4,3	24	41,7	95	...	...	2,165,9	9,94	11,0	5	2,222,9	11,08	97
			1909	4,5	29	42,1	95	...	...	2,275,4	9,82	19,7	5	2,341,7	11,11	1,02
			1910	4,5	28	35,0	96	...	...	2,153,7	10,06	27,5	6	2,220,7	12,26	1,14
			1911	5,4	35	37,4	1,05	...	...	1,981,4	10,30	40,2	7	2,064,4	11,77	1,47
18	(*a*)	Jamnagar	1911	9	3	5,5	8	12,9	10	274,3	1,41	1,0	...	294,6	1,62	16
19	(*a*) to (*d*)	Jodhpur-Bikaner.	1905	3,8	27	17,9	56	50,5	59	1,898,2	11,12	...	...	1,970,4	12,54	1,50
			1906	4,5	36	17,4	52	58,0	62	2,027,5	11,56	...	...	2,107,4	13,06	1,60
			1907	3,7	29	19,3	59	69,3	74	2,365,8	13,28	...	...	2,458,1	14,90	1,68
			1908	3,9	30	18,7	57	69,8	71	2,611,0	14,32	...	...	2,703,4	15,90	1,66
			1909	4,9	40	18,6	57	69,4	72	2,719,7	14,17	...	...	2,812,6	15,86	1,75
			1910	3,7	28	22,3	66	86,9	90	3,530,6	18,28	...	...	3,643,5	20,12	2,17
			1911	4,2	38	26,0	77	98,7	1,18	4,261,7	22,37	4	...	4,391,0	24,70	2,56
20	(*a*)	Junagad...	1911	1,2	3	12,3	10	18,0	8	595,4	2,14	6,5	1	633,4	2,36	16
...	...	Southern Mahratta	1905	18,7	1,47	79,9	2,06	...	...	8,286,0	34,41	19,0	2	8,403,6	37,90	5,58
			1906	20,2	1,56	87,4	2,26	...	...	8,858,4	36,00	25,3	3	8,991,3	39,85	5,71
			1907	21,9	1,73	96,7	2,36	...	...	9,877,9	38,95	26,4	3	10,022,9	43,07	5,55
6	(*c*) to (*l*)	Madras and Southern Mahratta.	1908	†	1,67	†	2,53	...	...	†	49,35	†	2	†	53,57	6,73
			1909	†	1,66	†	2,52	...	...	†	50,71	†	3	†	54,92	6,40
			1910	†	1,62	†	2,98	...	...	†	53,91	†	6	†	58,57	6,74
			1911	†	1,67	†	2,84	†	1	†	53,33	†	6	†	57,91	7,35
21	(*a*)	Morvi ...	1905	1,6	6	10,0	17	218,5	1,52	56,1	37	...	...	286,2	2,12	23
			1906	1,7	6	10,4	18	283,1	1,94	...	...	...	...	295,2	2,18	24
			1907	2,5	9	12,0	22	263,8	1,95	62,0	39	3	...	340,6	2.65	29
			1908	2,3	9	12,1	22	129,7	1,10	255,6	1,67	4	...	400,1	3,08	30
			1909	1,9	8	10,8	19	116,8	97	269,9	1,70	...	...	399,4	2.94	27
			1910	2,1	10	9,8	23	139,0	1,17	311,3	1,94	...	...	462,2	3,44	35
			1911	2,3	13	9,2	24	114,6	95	364,6	2,46	...	...	490,7	3,78	36
10	(*c*)	Nilgiri...	1905	3,3	33	5,1	26	...	...	76,2	51	2,2	...	86,8	1,10	43
			1906	3,5	35	6,2	31	...	...	80,8	50	1,0	...	91,5	1,16	50
			1907	3,5	35	5,7	28	...	...	83,3	53	3	...	92,8	1,16	48
			1908	‡	36	‡	24	...	...	‡	68	‡	...	‡	1,28	49
			1909	‡	34	‡	26	...	...	‡	82	‡	2	‡	1,44	58
			1910	‡	45	‡	15	...	...	‡	94	‡	2	‡	1,56	80
			1911	‡	...	‡	52	...	...	‡	98	‡	3	‡	1,53	98
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa.	1905	29,0	1,69	103,9	2,69	261,6	2,35	14,813,3	74,79	15,2	4	15,223,0	82,06	9,27
			1906	28,0	1,73	106,7	2,71	232,3	2,67	16,501,1	81,05	23,4	6	16,891,5	88,22	9,30
			1907	33,1	1,76	130,7	2,64	349,3	3,88	18,996,2	87,54	25,4	6	19,534,7	95,88	9,76
			1908	29,8	1,74	124,2	2,73	275,3	3,32	19,274,2	85,29	38,0	6	19,741,5	93,14	10,49
			1909	29,9	1,65	120,3	2,61	231,1	2,91	19,132,5	84,09	42,7	6	19,556,5	91.32	9,75
			1910	27,8	2,17	102,3	3,11	229,1	2,75	22,314,9	98,87	53,4	8	22,727,5	1,06,98	10,07
			1911	33,6	2,89	111,2	3,74	303,7	3,85	23,522,7	1,04,99	51,5	7	24,022,7	1,15,54	13,01

* Included with the Eastern Bengal railway, 5′ 6″ gauge section.
† Included with the Madras and Southern Mahratta railway, 5′ 6″ gauge section.
‡ Included with the South Indian railway, 3′ 3⅜″ gauge section.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] §	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,65	81	3,06			551	4,89	10	3		1	1	642	8,00	7		42	10,14
1,79	95	3,46			562	4,82	10	3		1	1	667	8,33	8		54	10,74
1,76	103	3,58			572	5,00	9	3				684	8,61	7		55	10,99
1,99	97	3,48			531	4,80	8	2			1	636	8,31	8		56	10,94
1,98	107	3,65			597	5,70	10	3			1	714	9,39	7		46	11,90
2,11	113	3,70			577	5,63	13	5			2	708	9,40	6		43	12,00
2,42	122	4,60			570	5,59	66	23		1	1	758	9,90	6		34	12,72
35,91	*	40,34	*		*	1,32	*	3,12	*		23	*	45,00	19	7,17	1,10	89,37
42,00	*	52,48	*		*	1,64	*	2,81	*	19	62	*	57,74	21	8,84	81	1,09,60
45,78	*	43,30	*		*	83	*	5,42	*	62	29	*	50,46	23	9,16	95	1,06,58
48,49	*	53.12	*		*	1,00	*	3,57	*	72	29	*	58,70	22	9,97	90	1,18,28
47,31	*	55,84	*	3	*	1,24	*	2,84	*	52	26	*	60,73	25	10,60	1,38	1,20,27
54,46	*	51,00	*	4	*	1,42	*	4,77	*	44	18	*	57,85	28	11,09	60	1,24,28
60,21	*	56,31	*		*	1,82	*	7,67	*	62	99	*	67,41	30	12,16	47	1,40,55
6,90	195	4,44			7	8	16	14	2	6	1	220	4,73	10		47	12,20
9,61	232	18,03		4	6	31	135	73		3	5	373	19,19	11		72	29,63
10,32	225	17,96		2	9	40	108	71		3	6	342	19,18	12		71	30,33
11,98	219	18,06		2	15	64	78	88		5	8	312	19,73	13		71	32,55
12,05	238	18,22			9	37	115	79		9	5	362	19,52	14		71	32,42
12,13	235	18,12		1	12	47	161	83	1	10	7	409	19,60	12		70	32,55
13,40	247	20,31	1	4	13	54	157	1,21		4	9	418	22,23	12		81	36,56
13,24	241	18,80	1	5	6	21	138	1,28		4	10	386	20,58	14		1,01	34,97
1,78	26	61						1				26	62	2		4	2,46
14,04	391	18,74	1		27	82	52	52		3	8	471	20,29	41		50	35,24
14,66	493	23,38	1	10	23	66	70	90		1	9	587	25,12	38		60	40,76
16,58	454	19,51	1	8	19	43	56	57		3	6	530	20,70	37		63	38,28
17,56	328	13,78		10	6	14	24	176		3	5	518	16,07	33		66	34,62
17,61	420	16,89	1	6	9	37	115	79		9	5	362	19,52	14		71	32,42
22,29	521	22,04		6	11	13	197	1,48		5	4	629	18,65	13		1,16	37,55
27,26	831	31,59		4	15	15	151	1,87		6	6	687	24,22	14		86	47,51
				3	18	21	127	1,64	1	11	7	977	33,65	13		1,11	62,15
2,52	69	1,70			1	1	17	11		1	—1	87	1,82	3		9	4,46
43,54	1,119	63,78	1	18	8	36	213	3,98	1	16	30	1,342	68,76	32	1,76	1,65	1,16,03
45,56	1,171	69,39	2	30	9	48	231	4,68	2	23	34	1,415	75,42	35	1,85	1,49	1,24,67
48,62	1,311	78,07	3	27	16	81	224	4,88	2	23	37	1,556	84,63	40	3,63	1,76	1,39,04
60,30	†	90,80	†	26	†	1,63	†	5,15	†	21	38	†	98,43	38	3,66	2,16	1,64,93
61,32	†	86,64	†	31	†	1,60	†	6,17	†	37	33	†	95,42	31	3,24	1,68	1,61,97
65,31	†	92,40	†	30	†	57	†	4,93	†	39	32	†	98,91	31	3,93	2,35	1,70,86
65,26	†	1,01,23	†	27	†	92	†	4,64	†	43	38	†	1,07,87	34	3,74	2,72	1,79,93
2,35	22	62					27	21			1	49	84	6		—1	3,24
2,42	26	52					8	8				34	60	3		3	3,08
2,94	47	1,06					6	5		1		54	1,13	4		1	4,12
3,38	62	1,54			1	1	12	8		1		75	1,65	4		1	5,08
3,21	62	1,42			1	2	1	1		1		64	1,46	3		2	4,72
3,79	51	1,38			1	2	1	1		1		64	1,46	3		2	4,72
4,14	68	2,07			1	1	6	4		1		58	1,44	4		2	5,29
					1	1	7	5		2	1	76	2,16	4		2	6,36
1,53	22	1,45															
1,66	19	1,40		2	2	9		4			1	25	1,61			1	3,15
1,64	21	1,22	3	2			2	9			1	21	1,52			2	3,20
1,77	‡	1,14	‡	34			2	11			1	26	1,70				3,34
2,02	‡	1,49	‡	15				25			1	‡	1,55			4	3,36
2,36	‡	1,78	‡	24	‡	5	‡	25			1	‡	2,04			3	4,09
2,51	‡	2,06	‡	20	‡	5	‡	15			1	‡	2,19			2	3,57
			‡	15	‡	2	‡	18			1	‡	2,42	1		1	4,95
91,33	2,154	1,85,93	6	76	36	91	466	7,21	7	1,20	28	2,669	1,96,29	73		4,92	2,93,27
97,52	2,278	1,76,84	2	54	38	1,16	362	6,61	11	1,41	41	2,691	1,86,97	71		4,32	2,89,52
1,05,64	2,399	1,76,56	3	60	130	1,85	314	6,25	10	1,04	33	2,856	1,86,63	72		4,92	2,97,91
1,03,63	1,899	1,38,31	3	35	136	2,05	387	8,09	14	1,43	36	2,439	1,50,59	68		4,16	2,59,06
1,01,07	2,050	1,47,15	5	63	175	2,69	325	6,26	18	2,19	33	2,573	1,59,25	55		4,10	2,64,97
1,17,05	2,245	1,65,09	4	42	217	3,42	299	5,24	23	2,96	39	2,788	1,77,52	65		4,76	2,99,82
1,28,55	2,526	1,74,12	4	45	245	3,74	494	6,89	27	3,59	41	3,296	1,69,20	70		5,70	3,24,15

* Included with the Eastern Bengal railway, 5′ 6″ gauge section.
† Included with the Madras and Southern Mahratta railway, 5′ 6″ gauge section.
‡ Included with the South Indian railway, 3′ 3⅜″ gauge section.
§ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of gross earnings

Classification no. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Coaching traffic.													
				Passenger traffic.													Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets		Total.			
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
		3′ 3⅜″ gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	
22	(*a*) & (*b*)	Rohilkund and Kumaon.	1905	6,1	45	24,8	87	13,6	11	1,727,1	6,20	...	...	1,771,6	7,63	97	
			1906	6,2	44	26,6	86	22,6	20	2,75'4	8,46	...	...	2,806,8	9,96	1,11	
			1907	6,8	48	26,4	87	27,5	26	3,133,8	9,47	4	...	3,194,9	11,08	1,16	
			1908	7,4	52	27,9	86	26,8	25	2,983,6	8,90	3	...	3,046,0	10,53	1,18	
			1909	6,9	54	24,3	91	29,0	27	3,322,3	10,54	7,2	1	3,389,7	12,27	1,20	
			1910	6,1	49	24,4	98	31,7	30	3,852,2	11,61	6,6	1	3,921,0	13,39	1,35	
			1911	5,8	47	23,9	92	33,6	31	4,007,5	12,26	5,4	1	4,076,2	13,97	1,33	
10	(*f*)	Shoranur-Cochin.	1905	2,2	5	15,3	13	...	...	619,8	2,05	7,4	1	644,7	2,24	12	
			1906	2,4	5	15,4	13	...	...	624,8	2,00	8,3	1	650,9	2,19	11	
			1907	2,5	6	16,3	13	...	...	666,3	2,13	10,0	1	695,1	2,33	13	
			1908	*	6	*	16	...	...	*	2,43	*	1	*	2,66	17	
			1909	*	7	*	18	...	...	*	2,65	*	1	*	2,91	16	
			1910	*	9	*	21	...	...	*	2,88	*	1	*	3,19	20	
			1911	*	10	*	20	...	...	*	3,06	*	1		3,37	19	
10	(*b*),(*d*), (*e*) & (*g*) to (*i*)	South Indian.	1905	24,5	1,28	150,1	2,46	...	...	18,793,6	69,04	415,0	18	19,383,2	72,96	4,27	
			1906	25,0	1,38	159,0	2,67	...	...	19,727,6	70,67	439,0	20	20,350,6	74,92	4,49	
			1907	26,4	1,50	178,6	2,98	...	...	22,938,9	77,99	512,1	23	23,656,0	82,70	5,07	
			1908	†49,4	1,51	†294,0	3,20	...	...	30,277,3†	78,18	†669,3	30	31.290,0†	83,19	5,27	
			1909	†47,2	1,30	†320,8	3,72	...	...	30,528,5†	85,62	†1,003,6	37	31,900,1†	91,01	5,81	
			1910	†52,6	1,78	†331,4	3,96	...	...	32,479,9†	86,02	†1,195,4	49	34,059,3†	92,25	5,94	
			1911	†46,6	1,85	†392,4	4,15	...	...	36,122,1†	92,55	†1,426,7	53	37,987,8†	99,08	6,64	
23	(*a*)	Udaipur-Chitorgarh.	1905	7	4	2,2	6	...	...	253,5	1,12	5	...	256,9	1,22	10	
			1906	1,0	4	2,0	6	1,3	1	271,1	1,21	5	...	275,9	1,33	14	
			1907	1,5	6	2,4	6	3,0	3	280,8	1,23	5	...	288,2	1,38	10	
			1908	2,0	9	2,6	7	2,5	3	276,1	1,23	5	...	283,7	1,42	13	
			1909	1,0	7	2,1	6	2,2	2	266,9	1,24	5	...	272,7	1,39	10	
			1910	1,0	6	1,7	5	1,9	2	295,7	1,27	5	...	300,8	1,40	11	
			1911	1,0	8	2,2	6	1,6	2	343,8	1,55	5	...	349,1	1,71	13	
		2′ 6″ gauge															
25	(*a*)	Arrah-Sasaram Light.	1911	4	1	...	...	3,7	3	226,5	1,00	...	...	230,6	1,04	8	
27	(*a*)	Baraset-Basirhat Light.	1905	...	...	...	...	...	...	298,5	1,04	...	...	298,5	1,04	4	
			1906	...	...	...	...	...	...	412,5	1,39	...	...	412,5	1,39	5	
			1907	...	...	...	...	...	...	501,5	1,62	...	...	501,5	1,62	5	
			1908	...	...	...	...	...	...	409,5	1,37	...	...	409,5	1,37	4	
			1909	2	1	2,3	2	12,8	7	439,8	1,42	21,1	3	476,2	1,55	6	
			1910	2	1	2,7	3	11,3	7	502,4	1,80	21,6	3	538,2	1,94	12	
			1911	4	1	2,9	3	14,6	9	615,8	2,14	36,8	6	670,5	2,33	9	
28	(*a*)	Barsi Light.	1905	...	...	4	1	...	...	100,9	32	...	...	101,3	33	4	
			1906	5	1	4	1	...	...	176,3	67	...	...	177,2	69	3	
			1907	5	2	3,3	6	...	...	654,5	3,02	...	...	658,3	3,10	8	
			1908	3	1	2,5	4	...	...	503,5	2,24	...	...	506,3	2,29	6	
			1909	4	1	2,8	5	...	...	732,3	3,41	...	...	735,5	3,47	8	
			1910	5	1	3,7	6	...	...	800,3	3,65	...	...	804,5	3,72	10	
			1911	5	1	2,8	5	...	...	776,5	3,64	...	...	779,8	3,70	12	
29	(*a*)	Bukhtiarpore-Bihar Light.	1905	...	...	...	...	...	...	252,2	60	...	...	252,2	60	3	
			1906	...	...	...	...	...	...	274,1	66	...	...	274,1	66	4	
			1907	...	...	...	...	...	...	314,1	79	...	...	314,1	79	3	
			1908	...	...	...	...	...	...	279,9	69	...	...	279,9	69	4	
			1909	1,0	1	1,9	1	13,1	6	395,5	1,00	...	...	411,5	1,08	4	
			1910	9	1	1,9	1	13,5	7	349,2	78	...	...	365,5	87	4	
			1911	6	1	2,1	1	13,5	7	360,5	78	...	...	376,7	87	4	
30	(*a*)	Champaner-Shivrajpur Light.	1911	...	...	1	...	...	...	87,0	16	...	...	87,1	16	1	
31	(*a*)	Cutch ...	1905	...	...	...	...	...	...	2,7	1	...	...	2,7	1	...	
			1906	...	...	...	...	...	...	8,8	2	...	...	8,8	2	...	
			1907	...	...	...	...	...	...	21,4	7	...	...	21,4	7	2	
			1908	...	...	...	...	...	...	23,4	6	...	...	23,4	6	2	
			1909	1	...	...	...	...	...	75,7	34	...	...	75,8	34	7	
			1910	2	...	1,2	2	...	...	97,6	42	...	...	99,0	44	6	
			1911	2	...	1,4	2	...	...	85,4	40	...	...	87,0	42	8	

* Included with the South Indian railway, 3′ 3⅜″ gauge section.

† Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands]	Tons [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs	Rs.	Rs.	Rs.	Rs.
8,60	341	9,56	1	6	1	1	98	73	...	...	6	441	10,42	8	...	78	19,88
11,07	885	11,18	2	12	1	2	114	75	...	...	6	502	12,13	8	...	1,31	24,59
12,24	419	12.66	2	12	2	2	211	1,13	...	1	12	634	14,06	9	...	1,26	27,65
11,71	462	13,36	4	16	3	3	314	95	...	...	24	783	14,74	10	...	1,05	27,60
13,47	512	13,68	9	16	5	6	135	1,10	...	...	12	661	15,12	8	...	1,21	29,88
14,74	539	13.99	6	11	5	5	115	1,35	...	1	...	665	15,51	9	...	1,37	31,71
15,30	556	15,92	3	7	6	5	80	73	...	3	1	645	16,21	10	...	2,53	34,14
2,36	73	1,42	...	...	...	...	9	3	...	...	3	82	1,44	1	...	6	3,87
2,30	73	1,48	...	...	...	...	10	3	...	...	3	83	1,54	1	...	6	3,91
2,46	81	1,57	...	...	...	...	15	5	...	...	2	96	1,64	1	...	6	4,17
2,83	†	1,52	...	...	...	...	†	2	...	...	2	†	1,56	1	...	4	4,44
3,07	†	2,00	...	...	...	...	†	2	...	1	3	†	2,06	1	...	2	5,16
3,39	†	2,13	...	...	...	...	†	2	...	...	4	†	2,19	1	...	4	5,63
3,56	†	2,33	...	...	...	...	†	4	...	1	5	†	2,43	1	...	1	6,01
77,23	1,403	57,72	...	4	32	52	1,663	2,53	5	41	37	3,103	61,63	31	...	1,86	1,41,03
79,41	1,483	58,72	...	5	19	26	1,725	2,89	6	41	41	3,233	62,67	32	...	2,28	1,44,68
87,77	1,598	60,60	...	5	35	41	1,919	2,83	7	45	31	3,589	64,65	32	...	1,83	1,54,57
88,46	‡3,466	63,52	‡3	8	‡35	43	‡1,549	2,14	‡9	43	29	‡4,062	66,89	32	...	1,93	1,57,60
96,82	‡2,166	61,91	‡3	5	‡22	34	‡1401	1,90	‡9	35	49	‡2.601	65,04	31	...	2,69	1,64,86
98,19	‡2,280	66,67	‡3	5	‡29	43	‡391	2,13	‡14	69	61	‡2,717	70,58	34	...	2,30	1,71,41
1,05,72	‡2,529	78,88	‡2	6	‡20	39	‡385	2,60	‡19	91	74	‡2,955	83,58	38	...	2,20	1,91,88
1,32	16	71	...	...	...	...	...	1	...	...	1	16	73	1	...	2	2,08
1,46	22	95	...	...	...	...	5	1	...	...	1	27	97	1	...	3	2,47
1,48	22	97	...	...	...	...	1	1	...	...	1	23	99	1	...	3	2,51
1,55	17	78	...	...	...	...	...	...	...	...	2	17	80	1	...	3	2,39
1,49	21	87	...	...	...	1	1	1	...	...	1	22	90	1	...	3	2,43
1,51	22	92	...	...	...	1	1	1	...	...	1	23	95	2	...	4	2,52
1,84	20	91	...	...	1	1	...	...	...	1	1	21	94	1	...	5	2,84
1,12	8	20	...	...	...	1	...	...	...	...	...	8	21	...	...	...	1,33
1,08	2	3	...	...	...	...	...	...	...	...	...	2	3	...	...	...	1,11
1,44	4	6	...	...	...	...	...	...	...	...	...	4	6	...	...	1	1,51
1,67	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	1	1,73
1,41	2	8	...	...	...	...	...	...	...	...	...	2	8	...	...	...	1,49
1,61	2	13	...	...	...	...	...	...	...	...	...	2	13	...	...	...	1,74
2,06	13	29	...	...	...	...	...	...	...	...	...	13	29	...	...	1	2,36
2,42	17	35	...	...	...	...	...	...	...	...	...	17	35	...	...	1	2,78
37	79	1,77	...	...	...	...	3	2	...	...	...	82	1,79	...	...	3	2,19
72	56	1,38	...	...	...	...	1	1	...	...	1	57	1,40	1	...	6	2,19
3,18	80	2,09	...	...	1	1	1	...	...	...	1	82	2,11	1	...	13	5,43
2,35	69	1,85	...	...	...	...	...	...	...	...	1	69	1,86	2	...	8	4,31
3,55	97	2,68	...	...	1	2	12	6	...	...	2	110	2,78	2	...	10	6,45
3,82	102	2,89	...	...	2	4	4	1	...	...	3	108	2,97	2	...	17	6,98
3,82	105	3,25	...	...	2	4	6	3	...	...	3	113	3,35	3	...	25	7,45
63	19	26	...	...	...	...	...	...	...	...	...	19	26	...	...	...	89
70	28	41	...	...	...	...	...	...	...	...	...	28	41	...	...	...	1,11
82	21	28	...	...	...	...	...	...	...	...	...	21	28	...	...	1	1,11
73	28	37	...	...	...	...	...	...	...	...	...	28	37	...	...	...	1,10
1,12	29	39	...	...	...	...	...	...	...	...	...	29	39	...	...	1	1,52
91	26	32	...	...	...	...	...	...	...	...	...	26	32	...	...	1	1,24
91	28	43	...	...	...	...	...	...	...	...	...	28	43	...	...	...	1,34
17	47	46	...	...	...	...	...	...	...	...	...	47	46	1	...	...	64
1	7	27	...	...	...	...	...	...	...	...	...	7	27	...	...	...	28
2	11	33	...	...	...	...	...	...	...	...	...	11	33	...	...	5	40
9	9	24	...	...	...	...	2	5	...	...	...	11	29	...	...	5	43
8	9	25	...	...	1	2	...	...	...	...	2	10	29	...	...	3	40
41	15	35	...	...	1	2	...	...	...	...	6	16	43	...	...	1	85
50	17	34	...	...	1	2	...	...	...	...	7	18	43	...	...	1	94
50	19	40	...	...	...	1	...	1	...	...	8	19	50	...	...	1	1,01

* Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse ... ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

† Included with the South Indian railway, 3' 3⅜" gauge section.

‡ Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

APPEN

Details of gross earnings

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head	Sub-head.			No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2′ 6″ Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
32	(*a*)	Dehri-Rohtas Light.	1911	2	...	...	...	4	...	33,4	8	...	...	34,0	8	1
33	(*a*)	Dholpur-Bari.	1908	1	...	...	...	...	...	39,4	11	...	...	39,5	11	1
			1909	...	...	2	...	...	...	52,0	14	...	...	52,2	14	1
			1910	...	1	6	...	...	...	72,0	20	...	...	72,6	21	2
			1911	2	...	4	...	...	...	71,0	19	...	...	71,6	19	1
...	...	Kalka-Simla.	1905	5,5	78	10,3	·65	...	...	81,2	1.90	...	...	97,0	3,33	1,04
			1906	4,7	68	10,6	68	...	...	80,8	1,83	...	...	96,1	3,19	1,08
			1907	Amalgamated with the North Western railway							...	...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1905	...	...	4	...	...	...	35,5	9	1,1	...	37,0	9	...
			1906	2	...	1,9	1	...	...	238,5	51	4,2	...	244,8	52	2
			1907	...	...	2,2	2	...	...	287,6	61	2,1	...	291,9	63	2
			1908	*	...	*	1	...	...	*	62	*	...	*	63	3
			1909	*	...	*	2	...	...	*	52	*	...	*	54	3
			1910	*	...	*	2	...	...	*	64	*	...	*	66	3
			1911	*	...	*	2	...	...	*	63	*	...	*	65	3
1	(*d*)	Mourbhanj.	1905	1	...	4	1	5	...	28,9	10	...	...	29,9	11	1
			1906	2	...	4	1	1,3	1	62,4	20	...	...	64,3	22	2
			1907	...	...	5	1	1,8	1	66,1	22	...	...	68,4	24	1
			1908	1	...	5	1	1,5	1	67,8	22	...	...	69,9	24	2
			1909	2	1	6	1	1,6	1	69,8	22	...	...	72,2	25	1
			1910	1	...	4	1	1,6	1	63,3	20	...	...	65,4	22	2
			1911	2	...	5	1	1,8	1	70,7	23	...	...	73,2	25	2
1	(*f*)	Parlakimedi Light.	1905	3	1	...	...	2,7	1	65,1	15	...	...	68,1	17	2
			1906	3	...	...	...	2,6	1	79,2	13	...	...	82,1	14	1
			1907	3	1	...	...	2,3	1	111,9	15	...	...	114,5	17	1
			1908	4	1	...	...	1,3	...	117,1	17	...	...	118,8	18	1
			1909	3	1	...	...	1,8	1	121,1	17	...	...	123,2	19	2
			1910	4	1	...	...	2,3	1	127,7	18	...	...	130,4	20	2
			1911	2	1	3	...	2,2	1	129,8	24	...	...	132,5	26	1
22	(*c*)	Powayan Light.	1905	2	...	1,2	1	...	...	296,4	46	...	...	297,8	47	2
			1906	2	...	1,6	1	...	...	320,6	50	...	...	322,4	51	2
			1907	...	...	1,7	1	...	...	327,2	51	...	...	328,9	52	1
			1908	1	...	1,7	1	...	...	349,0	48	...	...	350,8	49	1
			1909	1	...	1,9	1	...	...	314,9	49	...	...	316,9	50	2
			1910	1	...	2,0	1	...	...	361,5	56	...	...	363,6	57	2
			1911	1	...	2,3	2	...	...	390,7	58	...	...	393,1	60	2
39	(*a*)	Shahdara (Delhi)-Saharanpur. Light.	1907	...	...	...	...	...	...	165,0	59	...	...	165,0	59	1
			1908	1	...	3	1	10,5	6	589,7	2,00	...	...	600,6	2,07	7
			1909	2	1	2	...	8,9	5	651,4	2,14	...	...	660,7	2,20	8
			1910	4	1	...	...	12,4	7	848,7	2.78	...	...	861,5	2,86	9
			1911	4	1	...	...	13,6	8	939,2	3,10	...	...	953,2	3,19	9
40	(*a*)	Tarkessur-Magra Light.	1905	1	...	1,3	...	14,9	3	426,8	63	13,0	2	456,1	68	2
			1906	2	...	1,3	...	16,4	3	477,1	72	13,1	2	508,1	77	3
			1907	...	...	1,6	1	19,7	3	512,5	78	17,2	3	551,0	85	3
			1908	1	...	1,2	...	22,3	4	594,7	80	21,4	3	639,7	87	4
			1909	2	...	1,2	...	23,1	4	552,4	78	22,4	4	599,3	86	5
			1910	1	...	1,5	...	25,4	4	536,6	78	29.2	4	592,8	86	4
			1911	2	...	1,7	1	24,9	4	531,6	76	39,7	3	598,1	84	5
41	(*a*)	Tezpore-Balipara Light.	1905	2,5	3	...	...	3,9	1	147,8	33	1,0	1	155,2	38	4
			1906	2,2	2	...	...	4,4	1	136,2	33	13,0	1	155,8	37	5
			1907	2,2	3	...	...	4,5	1	136,9	32	13,2	1	156,8	37	5
			1908	1,9	2	...	...	4,9	1	136,0	32	9,8	1	152,6	36	5
			1909	1,7	2	...	...	4,5	1	124,0	31	13,9	1	144,1	35	4
			1910	2,3	3	...	...	4,8	1	132,3	33	15,5	1	154,9	38	6
			1911	2,0	2	...	...	5,4	2	143,6	36	16,5	1	167,5	41	6

* Included with the South Indian railway, 3′ 3⅜″ gauge section.

DIX 4—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.					
	Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
9	8	12	...	...	2	3	...	...	...	...	...	10	15	...	...	...	24
12	17	9	...	...	...	...	...	...	...	...	...	17	9	...	...	...	21
15	26	20	...	...	...	...	...	...	...	...	...	26	20	...	...	1	36
23	19	24	...	...	...	...	...	...	...	...	...	19	24	1	...	...	48
20	21	21	...	...	...	...	...	...	...	...	...	21	21	...	...	...	11
4,37	20	2,47	1	11	3	31	3	9	...	...	1	27	2,99	2	...	14	7,52
4,27	25	2,65	1	13	4	42	2	5	...	...	2	32	3,27	2	...	8	7,64
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	2	4	...	...	...	...	...	...	...	...	...	2	4	...	...	...	13
54	14	24	...	...	1	1	...	...	...	...	...	15	25	...	...	...	79
65	15	26	...	...	...	1	...	...	...	...	...	15	27	...	...	1	93
66	*	24	...	...	...	...	...	...	...	...	...	*	24	...	...	1	91
57	*	28	...	...	...	...	...	...	...	...	...	*	28	...	...	...	85
69	*	33	...	...	...	...	...	...	...	...	1	*	34	...	...	...	1,03
68	*	37	...	...	...	...	...	1	...	...	...	*	38	...	...	...	1,06
12	3	7	...	...	...	...	10	11	...	...	1	13	19	...	...		31
24	12	19	...	...	...	...	...	...	...	...	1	12	20	1	...	1	46
25	11	17	...	...	...	1	...	...	...	...	...	11	18	...	...	1	44
26	16	24	...	...	...	...	...	...	...	...	...	16	24	1	...	...	51
26	15	28	...	...	...	...	...	...	...	...	...	15	28	1	...	...	55
24	17	31	...	...	...	...	1	1	...	...	1	18	33	...	...	1	58
27	20	34	...	...	...	...	...	...	...	...	...	20	34	1	...	...	62
19	10	9	...	...	...	...	...	...	...	...	...	10	8	...	...	...	27
15	6	5	...	...	...	...	1	1	...	...	...	7	6	...	...	...	21
18	7	5	...	...	...	...	1	1	...	...	...	8	6	...	...	1	25
19	6	5	...	...	...	...	2	2	...	...	...	8	7	...	...	...	26
21	5	4	...	...	...	...	1	1	...	...	...	6	5	...	...	...	26
22	6	5	...	...	...	...	...	...	...	...	...	6	5	...	...	...	27
27	6	5	...	...	...	...	...	1	...	...	...	6	6	...	...	...	33
49	29	43	...	...	...	...	1	...	...	...	1	30	44	...	...	...	93
53	31	46	...	...	...	...	1	...	...	...	...	32	46	...	...	...	99
53	23	33	...	...	...	...	1	1	...	...	...	24	34	...	...	...	87
50	21	32	...	...	...	...	1	...	...	...	—1	22	31	...	...	...	81
52	27	36	...	...	...	...	7	4	...	...	...	34	40	...	...	...	92
59	25	35	...	...	...	...	2	1	...	...	...	27	36	...	...		95
62	34	37	...	...	...	...	2	1	...	...	3	36	41	...	...	...	1,03
60	14	41	...	...	...	...	...	...	...	...	...	14	41	...	...	...	1,01
2,14	42	1,16	...	...	...	...	3	5	...	...	...	45	1,21	...	...	1	3,36
2,28	68	1,77	...	...	...	...	3	1	...	...	...	71	1,78	...	...	...	4,06
2,95	75	2,07	...	...	...	...	...	...	...	...	...	75	2,07	...	...	2	5,04
3,28	80	2,01	...	...	...	1	...	...	...	...	...	80	2,02	...	...	2	5,32
70	21	13	...	...	...	...	1	2	...	...	...	22	15	1	...	1	87
80	25	17	...	...	...	...	1	1	...	...	...	26	18	1	...	1	1,00
88	32	20	...	...	...	...	1	1	...	...	...	33	21	...	...	1	1,10
91	29	20	...	...	...	...	1	1	...	...	...	30	21	...	...	1	1,13
91	45	10	...	...	...	...	1	1	...	...	20	46	31	1	...	1	1,24
90	47	32	...	...	1	1	...	...	...	...	...	48	33	...	...	1	1,24
89	53	35	...	...	...	...	...	...	...	...	...	53	35	1	...	1	1,26
42	12	50	...	...	2	5	...	...	...	...	...	14	55	1	...	5	1,03
42	13	56	...	...	3	8	...	...	...	...	...	16	64	1	...	8	1,15
42	12	53	...	...	3	8	...	...	...	...	1	15	62	2	...	6	1,12
41	6	33	...	...	3	8	...	...	...	...	1	9	42	1	...	5	89
39	6	30	...	...	3	10	...	...	...	...	1	9	41	1	...	5	86
44	6	33	...	...	4	11	...	...	...	...	1	10	45	1	...	4	94
47	8	44	...	...	6	17	...	...	...	...	1	14	62	2	...	4	1,15

* Included with the South Indian railway, 3′ 3⅜″ gauge section.

† Live stock has been converted into tons at :—

A head of cattle, or a pony or horse ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2' 0" Gauge.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
42	(a)	Darjeeling-Himalayan.	1905	6,5	74	19,7	1,01	...	..	111,2	1,31	...	..	137,4	3,06	96
			1906	7,1	82	19,2	99	...	...	108,0	1,33	...	...	134,3	3,14	98
			1907	7,2	85	19,8	92	...	...	118,3	1,38	...	...	145,3	3,15	93
			1908	7,8	89	21,3	96	...	...	136,6	1,48	...	...	165,7	3,33	94
			1909	8,3	90	21,3	92	...	...	141,3	1,53	...	...	173,9	3,35	97
			1910	7,7	94	21,9	92	...	...	176,1	1,55	...	...	205,7	3,41	1,00
			1911	7,8	92	20,7	84	...	...	208,5	1,63	...	...	237,0	3,39	98
43	(a)	Howrah-Amta Light.	1905	...	...	...	...	...	...	939,6	2,98	...	...	939,6	2,98	2
			1906	...	...	...	...	...	...	992,9	3,16	...	...	992,9	3,16	3
			1907	...	...	...	...	...	...	1,047,3	3,40	...	...	1,047,3	3,40	4
			1908	...	...	...	...	...	...	1,131,5	3,62	...	...	1,131,5	3,62	6
			1909	3	...	9	1	22,8	11	1,088,1	3,69	119.2	11	1,231,3	3,92	9
			1910	3	...	9	1	21,8	11	1,181,9	4.04	137,7	13	1,342,6	4,29	10
			1911	3	1	1,8	1	23,6	11	1,261,0	4,15	178,3	15	1,465,0	4,53	9
44	(a)	Howrah-Sheakhala Light.	1905	...	...	...	...	...	...	350,9	79	...	...	350,9	79	...
			1906	...	...	...	...	...	...	364,4	80	...	...	364,4	80	1
			1907	...	...	...	...	...	...	392,4	85	...	...	392,4	85	1
			1908	...	...	...	...	...	...	445,8	91	...	...	445,8	91	2
			1909	1	...	...	...	6,6	2	354,6	80	123,7	13	485,0	95	2
			1910	1	...	...	...	6,1	2	432,4	90	123,7	14	562,3	1,06	2
			1911	1	...	...	...	5,3	2	411,2	90	205,5	21	622,1	1,13	2
45	(a)	Jagadhri Light.	1911	...	...	4	...	...	...	56,8	5	...	...	57,2	5	1
46	(a)	Jorhat (Provincial).	1905	...	...	...	...	..	...	166,6	26	...	...	166,6	26	...
			1906	...	...	...	...	...	...	161,6	27	...	...	161,6	27	...
			1907	...	...	...	...	...	...	185,2	30	...	...	185,2	30	...
			1908	...	...	...	...	...	...	194,4	32	...	...	194,4	32	...
			1909	...	...	...	...	...	...	194,5	31	...	...	194,5	31	...
			1910	...	...	...	...	...	...	201,6	32	...	...	201,6	32	...
			1911	...	...	...	...	...	...	208,9	36	...	...	208,9	36	...
47	(a)	Pipar Road-Bhavi Light.	1910	...	...	...	...	...	...	3,9	1	...	...	3,9	1	...
			1911	...	...	2	...	...	...	53,4	11	...	...	53,6	11	1
		Total of all Railways.	1905	662,6	45,12	2,948,7	64,66	8,104,0	83,06	218,413,1	10,68,76	18,028,8	12,23	248,157,2	12,73,83	1,66,67
			1906	683,8	47,23	3,026,1	67,35	8,493,7	86,87	239,391,2	11,53,48	19,468,2	13,38	271,063,0	13,68,31	1,71,16
			1907	732,0	50,24	3,303,1	70,21	9,873,4	93,10	271,223,6	12,76,92	20,733,2	14,03	305,865,3	15,04,50	1,80,76
			1908	747,7	50,84	3,327,5	71,10	10,060,2	93,61	284,578,9	13,06,78	22,454,7	14,54	321,169,0	15,36,87	1,86,00
			1909	748,4	51,90	3,344,8	71,63	10,028,4	87,87	291,544,3	13,38,95	23,713,7	15,59	329,379,6	15,65,94	1,89,67
			1910	778,4	58,82	2,962,1	77,23	11,032,9	94,99	332,461,7	14,65,16	24,340,9	15,85	371,576,0	17,12,04	2,09,01
			1911	798,8	66,37	3,135,4	83,83	11,762,4	1,08,88	348,473,5	15,73,15	25,687,5	16,85	389,862,6	18,49,08	2,38,81

DIX 4—*concld.*
of each railway system.

Total coaching traffic earnings [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steamboat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign Railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total Goods traffic.					
	Tons [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
4,02	36	4,89	...	7	2	15	6	35	...	...	11	44	5,57	3	...	10	9,72
4,12	36	4,83	...	6	2	15	6	36	...	...	9	44	5,49	2	...	17	9,80
4,08	34	4,49	...	11	3	22	9	31	...	1	10	46	5,24	2	...	16	9,50
4,27	32	4,36	...	9	3	21	8	32	...	...	9	43	5,07	3	...	7	9,44
4,32	37	4,76	...	9	2	20	8	31	...	...	9	47	5,45	3	...	9	9,89
4,41	35	4,81	...	8	3	23	8	35	...	...	6	46	5,53	3	...	6	10,03
4,37	38	5,08	...	7	3	28	9	37	...	2	...	50	5,82	3	...	8	10,30
3,00	17	28	...	...	...	...	...	...	...	...	...	17	28	...	...	1	3,29
3,19	20	32	...	...	..	...	...	...	...	...	...	20	32	...	...	...	3,51
3,44	16	26	...	...	...	...	...	...	...	...	...	16	26	...	...	...	3,70
3,68	17	29	...	...	...	...	...	...	...	...	...	17	29	...	...	1	3,98
4,01	19	35	...	...	...	...	...	...	...	...	...	19	35	...	...	1	4,37
4,39	20	44	...	...	...	...	...	...	...	...	...	20	44	...	...	1	4,84
4,52	26	46	...	...	...	...	...	...	...	...	...	26	46	...	...	1	4,99
79	6	8	...	..	...	...	...	...	...	...	...	6	8	...	...	1	88
81	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	1	91
86	7	9	...	...	...	...	...	...	...	...	...	7	9	...	...	...	95
93	6	8	...	...	...	...	...	...	...	...	...	6	8	...	...	...	1,01
97	8	10	...	...	...	..	...	...	...	...	...	8	10	...	...	...	1,07
1,08	8	12	...	...	...	...	...	...	...	...	...	8	12	...	...	...	1,20
1,15	9	11	...	...	...	...	..	...	...	...	...	9	11	...	...	...	1,26
6	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	8
26	10	48	...	...	...	...	...	...	...	...	...	10	48	2	...	3	79
27	15	59	...	...	...	...	...	...	...	...	...	15	59	2	...	5	93
30	14	57	...	...	...	...	...	...	...	...	...	14	57	2	...	3	92
32	17	65	...	...	...	...	..	...	...	...	...	17	65	2	...	2	1,01
31	18	64	...	...	...	...	...	...	...	...	...	18	64	2	...	2	99
32	19	61	...	...	...	...	...	...	...	...	...	19	61	1	...	2	96
36	21	71	...	...	...	...	...	...	...	...	...	21	71	1	...	1	1,09
1	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	2
12	3	4	...	...	...	...	...	...	...	...	...	3	4	...	...	...	16
14,38,51	30,433	21,32,27	93	20,63	10,202	2,89,19	14,106	1,46,51	102	18,46	20,33	54,936	26,20,78	8,78	21,08	20,77	41,69,92
15,36,65	32,772	22,36,58	87	20,58	11,184	3,21,84	14,704	1,51,54	122	20,35	16,85	58,869	27,59,69	8,63	24,73	83,88	44,13,58
16,82,13	35,381	23,97,38	87	19,12	12,191	3,17,71	14,300	1,60,28	140	20,59	18,87	62,099	29,24,27	9,24	27,49	87,38	47,30,51
17,22,87	32,501	20,52,05	96	10,50	13,257	3,57,82	16,381	1,82,22	163	21,58	14,80	62,398	26,32,06	8,47	28,61	90,68	44,82,69
17,52,32	33,926	22,59,93	106	13,13	12,159	3,30,05	14,545	1,76,26	166	22,37	16,26	60,902	28,12,48	7,43	28,00	1,06,15	47,06,38
19,17,42	36,207	24,49,72	112	6,24	13,911	3,84,62	15,184	1,72,90	189	26,81	9,20	65,603	30,43,17	8,05	29,32	1,16,26	51,14,22
20,83,97	39,558	26,28,23	155	16,96	14,515	4,12,76	16,816	1,91,65	224	32,66	19,17	71,268	32,93,32	9,01	31,73	1,09,89	55,27,92

* Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of working expenses of each railway

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ Gauge.									
1	(*a*) to (*e*), (*e*), (*g*) and (*k*).	Bengal-Nagpur ...	1905	26,53	10·84	31,69	12·95	9,35	3·82	19,28	7·88
			1906	26,38	9·79	40,12	14·89	11,96	4·44	23,34	8·66
			1907	27,07	9·34	48,65	16·79	13,69	4·72	24,97	8·62
			1908	32,91	12·12	51,36	18·91	16,30	6·00	27,38	10·08
			1909	33,36	11·59	49,55	17·22	15,34	5·33	27,21	9·46
			1910	32,94	10·68	50,54	16·38	14,29	4·63	28,89	9·36
			1911	34,88	10·27	54,66	16·09	18,03	5·31	30,26	8·91
2	(*a*), (*c*) to (*g*), (*o*) and (*p*).	Bombay, Baroda and Central India.	1905	17,89	8·45	36,14	17·07	11,02	5·20	13,92	6·57
			1906	21,28	9·71	41,26	18·82	12,40	5·66	15,53	7·08
			1907	20,81	8·99	37,93	16·39	13,19	5·70	16,09	6·95
			1908	28,07	12·35	43,92	19·33	12,01	5·29	19,14	8·43
			1909	25,01	10·03	49,03	19·67	9,99	4·01	19,48	7·82
			1910	29,29	10·37	56,37	19·95	13,85	4·90	21,40	7·58
			1911	35,82	11·68	58,13	18·95	12,28	4·00	22,35	7·28
3	(*a*)	Eastern Bengal ...	1905	*16,31	13·08	*18,52	14·86	*6,51	5·22	*16,64	13·35
			1906	23,54	16·68	19,98	14·16	6,37	4·52	22,53	15·96
			1907	33,68	20·51	22,09	13·45	7,27	4·43	26,64	16·22
			1908	31,53	19·61	31,27	19·45	10,61	6·60	26,93	16·75
			1909	30,51	18·75	29,01	17·83	7,56	4·65	28,28	17·38
			1910	26,57	16·07	23,39	14·15	7,80	4·72	25,46	15·40
			1911	35,26	19·45	26,37	14·55	9,10	5·02	27,45	15·15
4	(*a*) to (*d*)	East Indian	1905	59,44	7·62	79,94	10·25	33,86	4·34	59,96	7·69
			1906	77,02	9·32	85,67	10·37	34,41	4·17	70,12	8·49
			1907	77,47	9·25	97,33	11·62	30,02	3·58	79,15	9·45
			1908	80,00	9·38	1,12,66	13·20	47,47	5·56	87,68	10·21
			1909	74,76	9·02	80,77	9·75	36,95	4·46	83,45	10·07
			1910	74,74	8·39	1,02,19	11·48	42,76	4·80	76,03	8·54
			1911	78,13	8·16	1,14,71	11·98	42,26	4·41	86,43	9·03
5	(*a*) to (*h*)	Great Indian Peninsula ...	1905	60,07	9·53	1,28,94	20·45	30,75	4·88	48,57	7·71
			1906	65,23	10·13	1,35,81	21·09	30,61	4·75	51,88	8·06
			1907	66,12	9·60	1,62,74	23·64	34,73	5·04	56,64	8·23
			1908	73,41	12·12	1,67,63	27·68	29,08	4·80	61,28	10·12
			1909	67,08	10·15	1,67,05	25·27	36,24	5·48	62,16	9·40
			1910	79,96	10·87	1,76,22	23·98	28,72	3·93	66,94	9·12
			1911	95,68	12·35	1,79,20	23·14	33,15	4·28	67,63	8·73
...	...	Madras	1905	28,78	13·81	44,76	21·48	15,86	7·61	15,23	7·31
			1906	36,34	16·99	44,49	20·80	13,34	6·24	16,53	7·73
			1907	49,10	22 25	48,28	21·88	15,08	6·84	18,45	8·37
6	(*a*) and (*b*)	Madras and Southern Mahratta.	1908	32,82	19·75	43,39	26·10	15,03	9·04	15,32	9·22
			1909	22,16	12·25	44,33	24·50	11,86	6·56	14,06	7·77
			1910	21,82	11·50	44,82	23·63	12,97	6·84	13,56	7·15
			1911	22,61	11·41	42,78	21·60	13,67	6·90	13,62	6·88
7	(*a*) and (*b*)	Nizam's Guaranteed State	1905	3,77	8·16	4,74	10·24	1,41	3·05	2,59	5·59
			1906	5,63	11·65	5,16	10·68	1,59	3·30	2,78	5·75
			1907	4,69	8·84	5,51	10·40	1,58	2·98	2,86	5·39
			1908	4,00	7·94	6,14	12·20	1,43	2 83	3,09	6·13
			1909	6,49	12·97	6,30	12·59	1,71	3·42	3,46	6·91
			1910	8,85	15·64	7,34	12·97	1,83	3·23	3,76	6·65
			1911	13,26	21·87	8,43	13·91	2,07	3·42	3,71	6·12
8	(*a*) to (*l*)	North Western—									
		Commercial section ...	1905	†72,03	12·09	†1,23,93	20·80	†19,89	3·34	†42,00	7·05
			1906	†78,64	12·37	†1,38,52	21·80	†21,78	3·43	†45,63	7·18
			1907	93,63	12·71	1,42,58	19·35	30,20	4·10	55,31	7·50
			1908	1,08,71	18·62	1,83,15	31·37	36,25	6·21	62,21	10·65
			1909	99,12	14·35	1,92,18	27·82	29,68	4·30	64,18	9·29
			1910	1,34,14	17·41	1,64,56	21·36	47,32	6·14	78,19	10·15
			1911	1,19,87	14·39	1,72,44	20·70	55,27	6·64	77,04	9·25
		Military section ...	1905	13,80	29·75	17,15	36·99	2,19	4·72	6,48	13·97
			1906	15,56	30·94	20,61	40·98	2,32	4·60	7,53	14·98
			1907	19,86	38·97	21,03	41·27	2,87	5·66	8,50	16·67
			1908	28,05	52·76	32,08	60·33	4,17	7·84	8,75	16·45
			1909	20,59	39·83	32,95	63·76	3,55	6·86	9,69	18·77
			1910	19,32	36·09	26,03	48·64	4,93	9·21	9,49	17·73
			1911	18,46	32·71	27,05	47·91	5,36	9·48	9,56	16·95

* Includes the Bengal Central railway, which, for the first-half of 1905, was worked independently of the Eastern Bengal railway.
† Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.

DIX 5.

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway. (Detailed in "Index" to Appendix 9.)	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5′ 6″ Gauge.		
13,56	5·54	2,25	0·92	8,01	3·27	1,10,67	45·22	1905			
14,31	5·31	3,14	1·17	8,71	3·23	1,27,96	47·49	1906			
15,16	5·23	3,29	1·14	8,51	2·93	1,41,34	48·77	1907			
16,67	6·14	3,94	1·45	8,93	3·29	1,57,49	57·99	1908	Bengal-Nagpur ...	(*a*) to (*c*), (*e*), (*g*) and (*h*).	1
17,95	6·24	3,48	1·21	9,41	3·27	1,56,30	54·32	1909			
17,78	5·76	4,07	1·32	9,70	3·15	1,58,21	51·28	1910			
18,28	5·38	3,91	1·15	11,46	3·37	1,71,48	50 48	1911			
8,31	3·93	...	...	5,19	2·45	92,47	43·67	1905			
9,71	4·43	...	...	3,36	1·53	1,03,54	47·23	1906			
8,78	3·80	...	...	4,72	2·04	1,01,52	43·87	1907			
10,90	4·80	...	...	5,75	2·53	1,19,79	52·73	1908	Bombay, Baroda and Central India.	(*a*), (*c*) to (*g*), (*o*) and (*p*).	2
10,81	4·34	...	...	5,98	2·40	1,20,30	48·27	1909			
11,51	4·08	...	...	6,08	2·15	1,38,50	49·03	1910			
11,48	3·74	...	...	9,55	3·11	1,49,61	48·76	1911			
*6,62	5·31	...	...	*4,92	3·95	*69,52	55·77	1905			
6,75	4·78	...	...	3,96	2·80	83,13	58·90	1906			
8,26	5·03	...	...	5,48	3·34	1,03,42	62·98	1907			
8,84	5·50	...	...	4,96	3·08	1,14,14	70·99	1908	Eastern Bengal ...	(*a*)	3
9,32	5·73	...	...	4,69	2·88	1,09,37	67·22	1909			
8,24	4·99	...	...	4,01	2·43	95,47	57·76	1910			
9,05	4·99	...	...	5,96	3·29	1,13,19	62·45	1911			
26,32	3·38	2,74	0·36	19,89	2·56	2,82,15	36·20	1905			
28,53	3·45	2,23	0·27	23,77	2·88	3,21,75	38·95	1906			
30,57	3·65	2,30	0·27	18,62	2·22	3,35,46	40·04	1907			
33,89	3·97	5,10	0·60	25,60	3·00	3,91,80	45·92	1908	East Indian	(*a*) to (*d*)	4
33,32	4·02	2,52	0·30	20,72	2·50	3,32,49	40·12	1909			
32,56	3·66	1,63	0·18	19,93	2·24	3,49,84	39·29	1910			
32,56	3·40	1,83	0·19	19,35	2·02	3,75,27	39·19	1911			
23,26	3·69	...	...	13,78	2·18	3,05,37	48·44	1905			
24,98	3·88	...	...	13,50	2·09	3,22,01	50·00	1906			
25,79	3·74	...	...	19,11	2·78	3,65,13	53·03	1907			
27,13	4·48	...	...	18,26	3·01	3,76,79	62·21	1908	Great Indian Peninsula ...	(*a*) to (*h*)	5
28,36	4·29	...	...	20,47	3·10	3,81,36	57·69	1909			
28,87	3·92	...	...	31,99	4·38	4,12,70	56·20	1910			
29,29	3·78	...	...	23,38	3·02	4,28,33	55·30	1911			
10,17	4·88	...	...	7,59	3·64	1,22,39	58·73	1905			
10,83	5·06	...	...	5,56	2·60	1,27,09	59·42	1906	Madras	...	...
11,74	5·32	...	...	5,39	2·44	1,48,04	67·10	1907			
10,47	6·30	...	...	3,70	2·23	1,20,73	72·64	1908			
9,96	5·50	...	...	5,05	2·79	1,07,42	59·37	1909			
9,02	5·23	...	...	5,11	2·69	1,08,20	57·04	1910	Madras and Southern Mahratta.	(*a*) and (*b*)	6
9,77	4·93	...	...	5,87	2·96	1,08,32	54·68	1911			
2,41	5·21	...	...	80	1·73	15,72	33·98	1905			
2,47	5·10	...	...	80	1·65	18,43	38·13	1906			
2,57	4·86	...	...	93	1·75	18,14	34·22	1907			
2,74	5·44	...	...	91	1·80	18,31	36·34	1908	Nizam's Guaranteed State	(*a*) and (*b*)	7
2,81	5·61	...	...	1,31	2·62	22,08	44·12	1909			
2,89	5·11	...	...	1,86	3·29	26,53	46·89	1910			
2,91	4·80	...	...	1,70	2·80	32,08	52·92	1911			
									North Western—	(*a*) to (*l*)	8
†15,51	2·60	†—2	—0·01	†7,80	1·31	†2,81,14	47·18	1905			
†16,29	2·56	†6	0·01	†8,32	1·30	†3,09,24	48·65	1906			
19,55	2·65	8	0·01	10,61	1·44	3,51,96	47·76	1907			
21,95	3·76	7	0·01	16,35	2·80	4,28,69	73·42	1908	Commercial section ...		
21,69	3·14	19	0·03	18,21	2·64	4,25,25	61·57	1909			
22,44	2·91	7	0·01	19,84	2·58	4,66,56	60·56	1910			
23,99	2·88	5	0·01	15,84	1·90	4,64,50	55·77	1911			
3,48	7·51	11	0·24	76	1 63	43,97	94·81	1905			
3,68	7·31	12	0·24	1,01	2·02	50,83	101·07	1906			
3,86	7·58	14	0·26	1,11	2·17	57,37	112·58	1907			
4,39	8·26	...	...	1,28	2·41	78,72	48·05	1908	Military section ...		
4,48	8 69	...	...	1,49	2·89	72,75	140·80	1909			
4,43	8·28	...	...	1,37	2·56	65,57	122·51	1910			
4,46	7 90	...	...	1,38	2·44	66,27	117·39	1911			

* Includes the Bengal Central railway, which, for the first-half of 1905, was worked independently of the Eastern Bengal railway.
† Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.

APPEN

Details of working expenses of each railway

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ Gauge—*concld.*									
...	...	Total Commercial and Military sections (North Western).	1905	*85,83	13·36	*1,41,08	21·97	*22,08	3·44	*48,48	7·55
			1906	*94,20	13·74	*1,59,13	23·20	*24,10	3·51	*53,16	7·75
			1907	1,13,49	14·40	1,63,61	20·77	33,07	4·20	63,81	8·10
			1908	1,36·76	21·47	2,15,23	33·78	40,42	6·35	70,96	11·14
			1909	1,19,71	16·12	2,25,13	30·32	33,23	4·48	73,87	9·95
			1910	1,53,46	18·63	1,90,59	23·13	52,25	6·34	87,68	10·64
			1911	1,38,33	15·55	1,99,49	22·43	60,63	6·82	86,60	9·73
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	1905	31,92	20·33	26,45	16·85	5,03	3·20	17,15	10·92
			1906	22,06	13·13	30,39	18·09	5,86	3·48	17,37	10·34
			1907	27,74	14·93	51,57	27·75	7,13	3·84	19,06	10·26
			1908	25,89	15·66	42,21	25·52	11,13	6·73	20,29	12·27
			1909	23,56	14·23	29,92	18·07	30,74	18·57	19,43	11·74
			1910	26,97	14·42	28,99	15·50	8,84	4·72	19,70	10·53
			1911	24,41	11·72	29,72	14·27	12,32	5·92	20,81	10·00
10	(*a*)	South Indian ...	1908	7,40	12·92	12,32	21·52	5,55	9·70	3,51	6·13
			1909	4,46	7·16	17,03	27·34	2,65	4·25	4,48	7·19
			1910	5,38	8·48	17,81	28·09	3,39	5·35	5,26	8·30
			1911	6,21	8·91	14,07	20 20	2,52	3·62	4,74	6·80
		3′ 3⅜″ Gauge.									
11	(*a*)	Assam-Bengal ...	1905	10,03	28·80	7,83	22·49	2,36	6·76	4,54	13·03
			1906	12,68	30·06	8,87	21·01	2,69	6·38	5,27	12·49
			1907	13,18	26·95	10,65	21·78	2,98	6·11	6,45	13·18
			1908	13,22	28·16	11,01	23·44	2,91	6·19	7,18	15·29
			1909	13,56	27·59	11,17	22 73	2,52	5·13	7,23	14·71
			1910	13,47	26·05	10,15	19·63	2,91	5·63	9,65	18·67
			1911	14,04	25·18	11,29	20·25	2,96	5·31	8,62	15·46
12	(*a*) & (*b*)	Bengal and North-Western.	1905	14,42	11·67	13,06	10·56	3,47	2·81	9,85	7 96
			1906	20,48	14·24	15,10	10·50	4,22	2·93	10,53	7·32
			1907	21,87	13·26	18,45	11·18	4,77	2·89	11,63	7·05
			1908	17,34	10·74	20,92	12·95	5,36	3·32	12,99	8·04
			1909	17,50	11·20	20,38	13·05	5,03	3·22	12,89	8·25
			1910	17,66	10·53	20,46	12·20	5,15	3·07	12,30	7·34
			1911	23,20	12·31	19,76	10·49	6,22	3·30	13,05	6·92
13	(*a*) & (*b*)	Bengal Dooars ...	1905	1,28	14·56	88	9·92	26	2·99	63	7·13
			1906	92	9·29	91	9·19	24	2·44	74	7·39
			1907	2,67	25·99	1,03	10·05	23	2 21	75	7·36
			1908	97	9·17	88	8·31	21	2·04	71	6·71
			1909	84	7·96	83	7·87	22	2·09	70	6·64
			1910	1,24	10·74	86	7·60	18	1·66	73	6·29
			1911	1,43	11·90	85	7·07	22	1·83	67	5·58
...	...	Bhavnagar-Gondal-Junagad-Porbandar.	1905	3,17	14·15	2,63	11·74	87	3·90	1,78	7·93
			1906	3,07	13·01	2,77	11·77	77	3·25	1,91	8·12
			1907	3,54	12·82	3,16	11·46	73	2·65	2,13	7·74
			1908	3,13	10·86	4,24	14·72	74	2·57	2,27	7·87
			1909	3,94	13·92	6,06	21·41	93	3·28	2,50	8·83
			1910	4,73	14·74	3,84	11·97	96	2·99	2,52	7·86
14	(*a*) & (*b*)	Bhavnagar	1911	1,49	9·60	1,73	11·15	31	1·99	1,27	8·18
15	(*a*) & (*b*)	Burma	1905	27,85	17·65	33,98	21·54	6,94	4·40	14,08	8·92
			1906	27,15	17·26	34,01	21·62	8,44	5·37	14,91	9·48
			1907	27,26	16·24	36,33	21·64	11,61	6 92	16,47	9·81
			1908	27,84	14 80	37,94	20·17	10,65	5·66	18,18	9·67
			1909	35,16	18·06	39,24	20·16	11,73	6·02	18,81	9·66
			1910	33,18	16·74	39,59	19·97	11,00	5·55	18,68	9·42
			1911	41,66	20·16	40,52	19·60	14,34	6·94	18,67	9·03
...	...	Deoghur	1905	6	13·12	12	27·06	2	4·49	6	13·78
			1906	7	12·36	7	13·86	6	10·16	7	13·32
			1907	5	8·46	11	19·71	12	20·93	8	13·76
			1908	5	9·98	13	25·10	3	6·63	9	17·40
			1909	6	11·26	10	20·20	4	8·83	9	17·44
			1910	†	†	†	†	†	†	†	†
			1911				Amalgamated		with the	East Indian	

* Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.
† Information not furnished.

DIX 5—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway. (Detailed in "Index" to Appendix 9).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5′ 6″ Gauge—*concld.*		
*18,99	2·96	*9	0·01	*8,56	1·33	*3,25,11	50·62	1905			
*19,97	2·91	*18	0·03	*9,33	1·36	*3,60,07	52·50	1906			
23,41	2·97	22	0·02	11,72	1·49	4,09,33	51·95	1907			
26,34	4·14	7	0·01	17,63	2·76	5,07,41	79·65	1908	Total Commercial and Military sections (North Western).	...	...
26,17	3·53	19	0·03	19,70	2·65	4,98,00	67·08	1909			
26,87	3·26	7	0·01	21,21	2·57	5,32,13	64·58	1910			
28,45	3·20	5	0·01	17,22	1·93	5,30,77	59·67	1911			
7,05	4·49	...	...	4,61	2·95	92,21	58·74	1905			
7,43	4·42	...	...	5,42	3·23	88,53	52·69	1906			
8,06	4·34	...	...	4,68	2·52	1,18,24	63·64	1907			
8,77	5·30	...	...	4,92	2·97	1,13,21	68·45	1908	Oudh and Rohilkhand ...	(*a*) to (*c*)	9
8,93	5·39	...	...	5,19	3·14	1,17,77	71·14	1909			
8,71	4·65	...	...	3,05	1·63	96,26	51·45	1910			
9,09	4·37	...	...	4,81	2·31	1,01,16	48·59	1911			
2,38	4·16	...	...	84	1·47	32,00	55·90	1908			
3,38	5·42	...	...	2,12	3·40	34,12	54·76	1909			
3,13	4·94	...	...	3,47	5·47	38,44	60·63	1910	South Indian ...	(*a*)	10
3,41	4·90	...	...	58	0·83	31,53	45·26	1911			
									3′ 3¾″ Gauge.		
6,05	17·38	34	1·00	1,84	5·29	32,99	94·75	1905			
5,51	13·05	25	0·59	2.65	6·28	37,92	89·86	1906			
5,76	11·77	28	0·57	3,20	6·55	42,50	86·91	1907			
5,85	12·45	31	0·66	5,95	12·68	46,43	98·87	1908	Assam-Bengal ...	(*a*)	11
6,06	12·33	24	0·49	3,89	7·92	44,67	90·90	1909			
5,90	11·41	10	0·19	1,68	3·25	43,86	84·83	1910			
5,94	10·65	12	0·21	1,41	2·53	44,38	79·59	1911			
6,37	5·16	4,61	3·73	1,53	1·24	53,31	43·13	1905			
6,73	4·68	4,71	3·28	2,16	1·50	63,93	44·45	1906			
7,42	4·50	4,96	3·01	3,95	2·39	73.05	44·28	1907			
7,71	4·78	5,83	3·61	2,78	1·72	72,93	45·16	1908	Bengal and North-Western.	(*a*) & (*b*)	12
8,11	5·19	5,88	3·77	2,71	1·74	72,50	46·42	1909			
7,90	4·71	4,83	2·88	2,54	1·52	70,84	42·25	1910			
7,94	4·21	4,61	2·45	3,39	1·79	78,17	41·47	1911			
1,08	12·20	†	...	22	2·52	4,35	49·32	1905			
1,08	10·63	†	...	16	1·65	4,05	40 79	1906			
1,08	10·53	†	...	21	2·10	5,97	58 24	1907			
1,08	10·19	†	...	24	2·27	4,09	38·69	1908	Bengal Dooars ...	(*a*) & (*b*)	13
1,01	9·57	†	...	26	2·46	3,86	36 59	1909			
1,07	9·34	†	...	18	1·57	4,26	37·20	1910			
1,07	8·89	7	0·61	24	2·00	4,55	37·88	1911			
2,06	9·19	...	...	48	2·15	10,99	49·06	1905			
1,98	8·38	...	...	48	2·05	10,98	46·58	1906			
2,25	8·16	...	...	87	3·16	12,68	45·99	1907			
2,22	7·68	...	...	60	2·09	13,20	45·79	1908	Bhavnagar-Gondal-Junagad-Porbandar.	...	...
2,13	7 52	...	...	60	2·12	16,16	57·08	1909			
2,08	6·48	...	...	69	2·15	14,82	46·19	1910			
99	6·38	...	...	22	1·42	6,01	38·72	1911	Bhavnagar	(*a*) and (*b*)	14
9,81	6·22	1,41	0·90	1,88	1·19	95,95	60·82	1905			
10,18	6·47	1,33	0·84	2,68	1·70	98,70	62·74	1906			
11,23	6·69	1,63	0·97	3,30	1·97	1,07,83	64·24	1907			
12,25	6·51	1,63	0·87	3,30	1·75	1,11,79	59·43	1908	Burma	(*a*) & (*b*)	15
12,84	6·59	2,43	1·25	3,61	1·86	1,23,82	63·60	1909			
13,03	6·57	2,02	1·02	4,40	2·22	1,21,90	61·49	1910			
13,05	6·31	2,28	1·10	4,24	2·05	1,34,76	65·19	1911			
4	7·44	...	...	...	...	30	65·89	1905			
4	7 42	...	...	...	...	31	57·12	1906			
5	9·43	...	...	...	...	41	72·29	1907			
4	7·83	...	...	...	...	34	66·94	1908	Deoghur	...	...
4	8·53	...	...	...	...	33	66·26	1909			
‡	‡	...	...	‡	‡	‡	‡	1910			
railway	system.							1911			

* Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.
† Steam-boat expenses were shown with traffic expenses.
‡ Information not furnished.

APPEN

Details of working expenses of each railway

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ Gauge—*contd.*									
16	(*a*) & (*b*)	Dibru-Sadiya ...	1905	1,89	18·63	1,14	11·26	1,00	9·83	63	6·26
			1906	2,15	20·04	1,24	11·56	1,39	12·95	70	6·52
			1907	2,78	25 27	1,83	16 62	61	5·52	73	6·65
			1908	1,75	15·97	1,98	18·10	71	6·51	79	7·24
			1909	1,75	14·71	2,18	18·32	89	7·48	90	7·56
			1910	1,93	16·08	2,41	20·09	93	7·75	91	7·58
			1911	2,89	22·73	2,23	17·45	95	7·51	99	7·72
3	(*b*) to (*d*)	Eastern Bengal ...	1905	12,68	14·19	11,04	12·35	2,06	2·30	8,05	9·01
			1906	16,15	14·74	13,08	11·94	6,32	5·77	10,47	9·55
			1907	15,70	14·73	14,64	13·73	4,70	4·41	11,55	10·83
			1908	15,22	12·87	19,94	16·86	14,70	12·42	13,01	11·00
			1909	13,18	10·96	20,76	17·26	6,45	5·36	14,97	12·45
			1910	16,54	13·30	17,74	14·28	5,82	4·68	13,43	10·80
			1911	20,85	14·83	22,85	16·26	9,98	7·10	14,60	10·39
17	(*a*) & (*b*)	Gondal-Porbandar ..	1911	1,36	11·10	2,07	16·90	24	2·00	1,04	8·50
7	(*c*)	Hyderabad-Godavari Valley.	1905	6,73	22·73	3,80	12·82	52	1·75	2,33	7·85
			1906	6,29	20·73	3,64	12·02	62	2·04	2,44	8·06
			1907	4,79	14·71	3,74	11·49	57	1·75	2,48	7·62
			1908	5,88	13·15	4,14	12·76	56	1·73	2,71	8·35
			1909	6,79	20·86	4 55	13·98	58	1·78	2,89	8 88
			1910	5,85	16·00	4,97	13·60	69	1·89	3,15	8·61
			1911	8,66	24 76	5,18	14·81	96	2·75	3,36	9·61
18	(*a*)	Jamnagar ...	1911	31	12·50	40	16 36	8	3·36	20	7·98
19	(*a*) to (*d*)	Jodhpur-Bikaner ...	1905	4,51	12·80	5,52	15·66	85	2·42	1,98	5·61
			1906	5,95	14·59	7,04	17·27	93	2·27	2,37	5·83
			1907	6,61	17·25	7,13	18·64	1,18	3·07	2,40	6·28
			1908	5,17	14·93	7,52	21·73	1,61	4·64	2,41	6·96
			1909	6,28	16·73	7,48	19·92	1,69	4·50	2,66	7·08
			1910	4,95	10·42	8,28	17·43	1,50	3 16	3,25	6·84
			1911	5,28	8·49	10,29	16·56	1,98	3·19	3,59	5·78
20	(*a*)	Junagad ...	1911	52	11·66	67	15·02	8	1·79	37	8·30
...	...	Southern Mahratta ...	1905	18,81	16·21	24,38	21·01	6,06	5·23	9,36	8·07
			1906	17,94	14 38	27,56	22·11	6,44	5·17	10,13	8·13
			1907	20,23	14·55	28,56	20·54	9,27	6 67	11,10	7·98
6	(*c*) to (*l*)	Madras and Southern Mahratta.	1908	19,49	11·82	36,04	21·85	8,63	5·23	12,96	7 86
			1909	21,51	13·28	37,58	23·20	9,33	5 76	13,65	8·43
			1910	22,07	12·92	39,50	23·12	9,85	5·73	13,34	7·81
			1911	24,56	13·65	40,83	22·69	10,28	5·71	13,55	7·53
21	(*a*)	Morvi	1905	24	7·55	56	17·33	6	1·93	30	9·19
			1906	27	8·92	45	14·61	11	3·42	23	7·50
			1907	26	6·44	54	13·14	10	2·33	23	5·63
			1908	29	5·60	95	18·68	16	3·18	35	6·93
			1909	37	7·68	99	20·88	19	4·05	40	8·53
			1910	47	8·92	92	17·34	13	2·42	37	7·03
			1911	38	6·07	77	12·14	18	2·89	39	6·09
10	(*c*)	Nilgiri	1905	73	23·24	1,23	39·15	8	2·63	33	10·41
			1906	88	27·65	1,23	38·57	7	2·16	34	10·52
			1907	96	28·79	1,15	34·32	6	1·75	36	10·87
			1908	46	13·69	1,66	49·40	38	11·31	23	6·85
			1909	51	12·50	2,21	54·04	18	4·40	36	8·81
			1910	63	13·78	2,30	50 32	19	4·16	39	8·45
			1911	67	13·53	2,12	42·83	18	3·64	41	8·28
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa ...	1905	24,38	8·31	50,48	17·21	15,16	5·17	19,27	6·57
			1906	27,83	9·61	54,83	18·94	16,34	5·64	20,61	7·12
			1907	31,94	10·72	56,78	19·06	15,88	5·33	25,25	8·47
			1908	35,80	13·82	61,60	23·78	15,66	6·05	25,87	9·98
			1909	31,49	11·88	57,42	21·67	15,52	5·86	26,42	9·97
			1910	30,02	10·01	56,01	18·67	14,51	4·84	27,14	9·05
			1911	35,09	10·83	62,59	19·31	15,99	4·93	28,44	8·77

DIX 5—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 9.)	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3⅜″ Gauge—*contd.*		
84	8·59	...	...	5	0·16	5,55	54·73	1905			
86	8·02	...	...	6	0·56	6,40	59·65	1906			
86	7·87	...	...	5	0·49	6,86	62·42	1907			
88	7·98	...	...	5	0·51	6,16	56·31	1908	Dibru-Sadiya ...	(*a*) & (*b*)	16
93	7·82	...	...	6	0·50	6,71	56·39	1909			
97	8·08	...	...	7	0·59	7,22	60·17	1910			
1,00	7·92	...	...	5	0·42	8,11	63·75	1911			
4,15	4·64	5,23	5·85	1,47	1·65	44,68	49·99	1905			
4,89	4·45	6,39	5·83	1,93	1·76	59,23	54·04	1906			
5,16	4·85	7,12	6·68	2,61	2·45	61,48	57·68	1907			
5,85	4·95	7,62	6·44	3,27	2·77	79,61	67 31	1908	Eastern Bengal ...	(*b*) to (*d*)	3
6,39	5·31	8,99	7·47	2,25	1·87	72,99	60·68	1909			
6,18	4·97	11,96	9·63	2,28	1·83	73,95	59·45	1910			
6,50	4 62	10,32	7·34	2,57	1·83	87,67	62·37	1911			
94	7·70	...	...	10	0·80	5,75	47·00	1911	Gondal-Porbandar ...	(*a*) & (*b*)	17
2,62	8·83	...	...	35	1·18	16,35	55·16	1905			
2,68	8·83	...	...	44	1·44	16,11	53·12	1906			
2,78	8·55	...	...	45	1·38	14,81	45·50	1907			
2,94	9 08	...	...	57	1·75	16,80	51·82	1908	Hyderabad-Godavari Valley.	(*c*)	7
3,00	9·22	...	...	72	2·21	18,53	56·93	1909			
3,07	8·41	...	...	77	2·11	18,50	50 62	1910			
3,11	8·89	...	...	58	1·66	21,85	62·48	1911			
23	9·39	...	...	7	2·71	1,29	52·30	1911	Jamnagar ...	(*a*)	18
1,26	3·57	...	...	79	2·25	14,91	42·31	1905			
1,43	3·51	...	...	94	2·31	18,66	45·78	1906			
1,46	3·82	...	...	89	2·32	19,67	51·38	1907			
1,54	4·44	...	...	89	2·56	19,14	55·26	1908	Jodhpur-Bikaner ...	(*a*) to (*d*)	19
1,65	4·39	...	...	1,47	3·92	21,23	56·54	1909			
1,96	4·12	...	...	1,60	3·37	21,54	45·34	1910			
2,16	3·47	...	...	2,75	4·42	26,05	41·91	1911			
49	10·99	...	...	26	5·83	2,39	53·59	1911	Junagad ...	(*a*)	20
8,94	7·70	1,34	1·15	1,81	1·56	70,70	60 93	1905			
9,67	7·76	1,49	1·19	2,38	1·91	75,61	60·65	1906	Southern Mahratta ...	...	...
9,65	6·95	2,04	1·47	2,15	1·54	83,00	59·70	1907			
10,99	6·67	2,45	1·48	3,27	1·98	93,83	56 89	1908			
11,10	6 85	2,03	1·25	2,60	1·61	97,80	60·38	1909	Madras and Southern Mahratta.	(*c*) to (*l*)	6
10,75	6·29	2,26	1·32	3,11	1·82	1,00,88	59·04	1910			
11,19	6·22	2,04	1·13	4,16	2·32	1,06,61	59·25	1911			
28	8·59	...	...	5	1·50	1,49	46·09	1905			
35	11·29	...	...	7	2·37	1,48	48·11	1906			
35	8·53	...	...	8	1·82	1,56	37 89	1907			
34	6·63	...	...	17	3·41	2,26	44·43	1908	Morvi	(*a*)	21
32	6·94	...	...	32	6·80	2,59	54·88	1909			
29	5·51	...	...	15	2·78	2,33	44 00	1910			
31	4·92	...	...	10	1·46	2,13	33 57	1911			
21	6·61	...	...	8	2·44	2,66	84·48	1905			
21	6·46	...	...	10	3·02	2,83	88·38	1906			
22	6·48	...	...	9	2·81	2,84	85·02	1907			
14	4·17	...	...	6	1·79	2,93	87·21	1908	Nilgiri	(*c*)	10
22	5·40	...	...	7	1·72	3,55	86·87	1909			
24	5·25	...	...	10	2·19	3,85	84·15	1910			
24	4 85	...	...	8	1·62	3,70	74·75	1911			
12,94	4·41	...	...	3,62	1·24	1,25,85	42 91	1905			
12,82	4·43	...	...	4,58	1·57	1,36,96	47·31	1906			
13,97	4·69	...	...	4,40	1·48	1,48,22	49·75	1907			
15,20	5·87	...	...	5,31	2 05	1,59,44	61·55	1908	Rajputana-Malwa ...	(*b*) & (*h*) to (*n*)	2
14,25	5·38	...	...	4,43	1·67	1,49,53	56·43	1909			
14,94	4·98	...	...	4,76	1·58	1,47,38	49·13	1910			
15,45	4·77	...	...	7,55	2·33	1,65,11	50·94	1911			

APPEN

Details of working expenses of each railway

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3$\frac{3}{8}$″ Gauge—*concld.*									
22	(*a*) & (*b*)	Rohilkund and Kumaon	1905	3,22	16·24	2,61	13·12	78	3·92	1,58	7·93
			1906	2,90	11·76	3,63	14·77	1,06	4·33	1,99	8·10
			1907	2,54	9·18	4,28	15·47	1,32	4·79	2,40	8·68
			1908	2,88	10·44	4,35	15·76	1,59	5·75	2,72	9·87
			1909	4,25	14·23	4,34	14·52	1,34	4·50	2,96	9·90
			1910	3,42	15·75	4,11	18·93	1,18	5·44	2,80	12·90
			1911	4,14	12·12	4,38	12·83	1,53	4·48	2,95	8·64
10	(*f*)	Shoranur-Cochin ...	1905	49	12·52	87	22·49	31	7·95	30	7·78
			1906	60	15 19	87	22·19	26	6·64	33	8·37
			1907	82	19·74	98	23 58	31	7 37	38	9·14
			1908	48	10·73	91	20·48	30	6·71	35	7·86
			1909	43	8·33	1,09	21·15	7	1·44	46	8·88
			1910	60	10·66	1,16	20·61	24	4·27	50	8·90
			1911	74	12·33	1,19	19·71	23	3·80	47	7·81
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian ...	1905	17,30	12·27	24.27	17·21	5,94	4·21	10,61	7·52
			1906	22 20	15 34	29,27	20·23	6,47	4·47	11,06	7·65
			1907	19,81	12·82	25,77	16·67	6,56	4·24	11,80	7·63
			1908	15,24	9·67	30,15	19·13	8,60	5 46	13,33	8·46
			1909	14,05	8·52	30,84	18·71	10,00	6·07	15,16	9·19
			1910	14,44	8·42	34,11	19·90	8,83	5·15	15,35	8·96
			1911	20,19	10·52	36,09	18·81	11,12	5·80	15,26	7·95
23	(*a*)	Udaipur-Chitorgarh ...	1905	34	16·45	31	15·09	5	2·26	17	8·16
			1906	37	14·97	34	13·59	5	2 16	18	7·33
			1907	37	14·61	33	13·21	6	2·33	20	8·07
			1908	39	16·49	33	13·73	7	2·72	23	9 66
			1909	39	16·17	34	14·15	7	2·68	19	7·89
			1910	33	13·19	36	14·30	9	3·73	20	8·08
			1911	38	13·40	37	12·89	9	3·39	22	7·67
		2′ 6″ Gauge.									
25	(*a*)	Arrah-Sasaram Light ...	1911	23	17·36	20	15·13	2	1·99	23	16·96
27	(*a*)	Baraset-Basirhat Light ...	1905	14	12·54	12	11·20	3	3·24	19	17·23
			1906	18	12·33	16	10·48	6	3·89	24	15·69
			1907	20	11·70	24	13·99	8	4·32	27	15·72
			1908	22	14·83	27	17·80	9	6 06	24	16 38
			1909	32	18·37	29	16·54	6	3·65	29	16·85
			1910	50	21·27	46	19·55	10	4·40	40	16·85
			1911	51	18·26	44	15·62	7	2·62	48	17·27
28	(*a*)	Barsi Light	1905	10	4 55	23	10·49	5	2·18	16	7·63
			1906	11	5·15	27	12·50	6	2·53	21	9·62
			1907	62	11·40	1,02	18·80	11	1·97	45	8·33
			1908	30	6·94	82	19 13	10	2·30	40	9·39
			1909	31	4·80	86	13·34	5	0 85	41	6·35
			1910	43	6·16	1,03	14·81	22	3·15	47	6·76
			1911	37	4 97	1,18	15 83	19	2 49	58	7·86
29	(*a*)	Bukhtiarpore-Bihar Light	1905	11	12·56	14	16 08	3	3·41	19	21·52
			1906	13	11·92	17	15·04	4	3·76	23	20·78
			1907	13	11·88	18	15·86	4	3·31	24	21·73
			1908	12	11·19	19	17·37	5	3·98	22	20·24
			1909	15	9·94	38	25·24	6	3·99	28	18·22
			1910	12	9·82	20	15·82	4	3·13	24	19·26
			1911	11	8·07	21	15·57	3	2·06	25	18·96
30	(*a*)	Champaner-Shivrajpur Light	1911	14	21·81	14	21·85	3	4 53	9	13·55
31	(*a*)	Cutch	1905	1	3·51	4	14·04	1	3·51	1	5·57
			1906	6	14·83	9	22·75	1	3·15	4	9·57
			1907	3	7·49	8	18·78	2	4·94	3	7·17
			1908	3	7·47	8	20·83	4	9·29	4	10·52
			1909	10	11·72	12	13·87	4	5·13	8	9·24
			1910	12	12·73	12	12·78	4	4·43	7	7·75
			1911	14	13 79	15	15·06	4	3·68	7	7·27
32	(*a*)	Dehri-Rohtas Light ...	1911	9	38·94	6	24·48	2	7·70	15	63·02

DIX 5—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway. (Detailed in "Index" to Appendix 9.)	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3⅜″ Gauge—*concld.*		
1,51	7·60	...	...	43	2·15	10,13	50·96	1905			
1,72	6·99	...	...	1,27	5·17	12,57	51·12	1906			
1,95	7·05	...	...	39	1 41	12,88	46·58	1907			
2,40	8 71	...	...	35	1·25	14,29	51·78	1908	Rohilkund and Kumaon ...	(*a*) & (*b*)	22
2,22	7·42	...	...	66	2·21	15,77	52 78	1909			
2,03	9·35	...	...	39	1·80	13,93	64·17	1910			
2,29	6 71	...	...	40	1·17	15,09	45·95	1911			
19	4·97	...	...	10	2·58	2,26	58·29	1905			
20	5·17	...	...	10	2·66	2,36	60 22	1906			
23	5·45	...	...	9	2·18	2,81	67·46	1907			
26	5·80	...	...	14	3·30	2,44	54·88	1908	Shoranur-Cochin ...	(*f*)	10
31	6·04	...	...	19	3 62	2,55	49·46	1909			
33	5·79	...	...	23	4·09	3,06	54·32	1910			
33	5 52	...	...	15	2·58	3,11	51·75	1911			
8,96	6·36	...	...	2,69	1·90	69,77	49·47	1905			
9,50	6 57	...	...	2,50	1·73	81,00	55 99	1906			
9,61	6·21	...	...	2,98	1·94	76,53	49·51	1907			
10,03	6·36	...	...	5,57	3·53	82,92	52·61	1908	South Indian ...	(*b*), (*d*), (*e*) and (*g*) to (*i*)	10
10,01	6·07	...	...	5,37	3·26	85,43	51 82	1909			
10,41	6 07	...	...	5,35	3·12	88,49	51·62	1910			
10,79	5·62	...	...	6,00	3·13	99,45	51·83	1911			
13	6 49	...	...	4	1·74	1,04	50·19	1905			
14	5·83	...	...	4	1·45	1,12	45·33	1906			
14	5 74	...	...	4	1·47	1,14	45 43	1907			
15	6 23	...	...	4	1 76	1,21	50·59	1908	Udaipur-Chitorgarh ...	(*a*)	23
14	5 76	...	...	5	1·97	1,18	48 62	1909			
15	5·80	...	...	5	1·95	1,18	47 05	1910			
16	5 66	...	...	9	3 06	1,31	46 07	1911			
									2′ 6″ Gauge.		
20	14·73	...	...	1	0·62	89	66 79	1911	Arrah-Sasaram Light ...	(*a*)	25
6	5·24	...	...	1	0·48	55	49 93	1905			
6	4 23	...	...	1	0·61	71	47 23	1906			
7	3·87	...	...	1	0·66	87	50·26	1907			
7	4·84	...	...	1	0·78	90	60·69	1908	Baraset-Basirhat Light ...	(*a*)	27
7	4·27	...	...	2	0·77	1,05	60·45	1909			
14	5·93	...	...	2	0 89	1,62	68·89	1910			
14	5·08	...	...	2	0 82	1,66	59·67	1911			
22	9·88	...	...	4	1·66	80	36·39	1905			
40	18·46	...	...	4	1·64	1,09	49·90	1905			
96	17·67	...	...	3	0·59	3,19	58·76	1907			
92	21 24	...	...	5	1·08	2,59	60·08	1908	Barsi Light ...	(*a*)	28
88	13·60	...	...	4	0·64	2,55	39 58	1909			
88	12·64	...	...	5	0·66	3,08	44·18	1910			
1,09	14·59	...	...	5	0·70	3,46	46·44	1911			
5	5 88	...	...	1	0·39	53	59 84	1905			
5	4·66	...	...	1	0·61	63	56·77	1906			
5	4·83	...	...	1	0·84	65	58·45	1907			
6	5·46	...	...	1	0·80	65	59·04	1908	Bukhtiarpore-Bihar Light	(*a*)	29
6	3·75	...	...	1	0·56	94	61·70	1909			
6	5·30	...	...	3	2·66	69	55 99	1910			
9	6 73	...	...	3	1·99	72	53 38	1911			
8	13·34	...	...	1	0·66	49	75·74	1911	Champaner-Shivrajpur Light	(*a*)	30
...	...	...	...	...	...	7	26·63	1905			
...	...	...	...	...	...	20	50·54	1906			
3	5·93	...	...	...	...	19	44·31	1907			
3	6·30	...	...	...	...	22	54·41	1908	Cutch	(*a*)	31
3	3·65	...	...	...	...	37	43·61	1909			
2	2·55	...	...	...	...	37	40·24	1910			
2	2·25	...	...	...	...	42	42·05	1911			
4	16·93	...	...	...	...	36	151·07	1911	Dehri-Rohtas Light ...	(*a*)	32

APPEN

Details of working expenses of each railway

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ Gauge—*contd.*									
33	(*a*)	Dholpur-Bari ...	1908	13	58·88	7	31·44	1	4·85	6	29·85
			1909	5	15·39	9	23·93	2	5·90	7	19·92
			1910	6	13·12	9	17·95	2	5·20	5	10·19
			1911	6	14·10	6	15·00	3	7·71	5	12·15
...	...	Kalka-Simla ...	1905	9	1·14	1,77	23·46	22	2·98	67	8·93
			1906	1,05	13·71	1,67	21·81	17	2·30	85	11·11
			1907	...	...	...	...	...	Amalgamated with the		
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1905	6	46·15	3	23·08	2	15·39	2	15·38
			1906	5	6·33	37	46·84	11	13·92	14	17·72
			1907	23	25·21	29	30·76	9	9·67	11	11·91
			1908	19	20·27	42	45·59	10	11·29	7	8·04
			1909	20	23·53	49	57·64	5	5·88	7	8·24
			1910	24	23·30	39	37·87	5	4·85	8	7·77
			1911	31	29·25	39	36·79	5	4·72	7	6·60
1	(*d*)	Mourbhanj	1905	5	15·93	6	18·49	2	5·33	4	13·93
			1906	7	14·75	7	15·62	4	9·27	4	9·08
			1907	6	13·78	7	16·31	2	5·01	5	10·70
			1908	6	12·25	7	13·33	1	2·32	5	10·78
			1909	7	12·50	10	17·94	5	9·28	7	12·67
			1910	12	21·08	9	14·88	2	3·83	7	12·18
			1911	6	9·68	9	14·52	4	6·45	7	11·29
1	(*f*)	Parlakimedi Light ...	1905	5	18·21	9	32·44	1	3·71	4	13·61
			1906	6	28·79	16	72·37	5	22·62	3	14·94
			1907	7	28·20	17	65·99	2	8·24	3	13·25
			1908	8	31·80	8	31·63	3	10·76	4	12·85
			1909	7	26·52	6	24·12	...	...	4	14·34
			1910	5	19·41	7	24·03	1	3·35	3	11·50
			1911	8	24·24	8	24·24	2	6·06	3	9·09
22	(*c*)	Powayan Light ...	1905	15	16·17	15	16·06	5	5·71	9	10·03
			1906	15	15·17	17	17·43	6	5·79	9	9·10
			1907	15	17·02	17	19·79	4	4·95	8	9·58
			1908	14	17·18	20	24·88	3	3·01	7	9·17
			1909	13	14·03	21	22·94	4	3·86	8	9·30
			1910	14	14·70	19	19·66	5	5·76	8	8·85
			1911	14	13·24	19	18·57	6	5·86	10	9·93
39	(*a*)	Shahdara (Delhi)-Saharanpur Light.	1907	14	13·80	27	26·23	4	3·85	22	21·33
			1908	43	12·78	55	16·40	9	2·84	45	13·34
			1909	33	8·11	58	14·36	11	2·62	63	15·43
			1910	45	8·86	62	12·38	8	1·70	64	12·76
			1911	44	8·26	59	10·97	8	1·53	66	12·41
40	(*a*)	Tarkessur-Magra Light	1905	13	14·92	17	19·59	4	4·60	17	20·16
			1906	13	13·17	16	16·07	4	4·26	19	18·57
			1907	14	12·47	22	19·98	5	4·57	20	17·90
			1908	14	12·74	26	23·27	6	5·02	20	18·09
			1909	16	12·89	26	21·00	8	6·59	21	17·02
			1910	15	11·95	21	16·60	7	5·71	22	18·12
			1911	16	12·41	21	17·06	8	6·25	23	18·18

DIX 5—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway. (Detailed in "Index" to Appendix 9.)	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2′ 6″ GAUGE—*contd.*		
4	24·77	...	...	1	2·95	32	152·74	1908			
6	16·24	...	...	1	2·68	30	84 06	1909			
6	12·53	...	...	...	...	28	58·99	1910	Dholpur-Bari ...	(*a*)	33
6	15·44	...	...	1	1·10	27	65·50	1911			
62	8·41	...	...	14	1·81	3,51	46·73	1905			
77	10 15	...	...	6	0·74	4,57	59·82	1906	Kalka-Simla	...	...
North W	estern ra	ilway.	...	...	...	...	...	1907			
...	...	...	...	1	7·69	14	107·69	1905			
8	10·13	...	...	6	7·59	81	102·53	1906			
7	7·40	...	...	5	5·37	84	90·32	1907			
5	5·86	...	...	3	3·46	86	94·51	1908	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	(*j*) & (*k*)	10
7	8·24	...	...	3	3·53	91	107·06	1909			
5	4·85	...	...	2	1·94	83	80·58	1910			
5	4·72	...	...	1	0·94	88	83·02	1911			
5	16·33	...	...	...	..	22	70·01	1905			
1	2·45	...	...	...	...	23	51·17	1906			
2	4·66	...	...	...	...	22	50·46	1907			
2	4·29	...	...	1	0·65	22	43·62	1908	Mourbhanj	(*d*)	1
2	3·87	...	...	...	...	31	56·26	1909			
2	3·56	...	...	1	1·17	33	56·70	1910			
2	3·22	...	...	1	1·61	29	46·77	1911			
4	15·55	...	...	...	...	23	83·52	1905			
1	6·42	...	...	...	...	31	145·14	1906			
2	7·42	...	...	...	...	31	123·10	1907			
2	9·78	...	...	...	...	25	96·82	1908	Parlakimedi Light ...	(*f*)	1
2	8·07	...	...	...	...	19	73·05	1909			
2	7·20	...	...	1	4·01	19	69·50	1910			
2	6·06	...	...	...	...	23	69·69	1911			
11	11·27	...	...	1	1·13	56	60·37	1905			
12	11·81	...	...	1	1·04	60	60·34	1906			
7	7·90	...	...	1	1·10	52	60·34	1907			
5	6·11	...	...	...	...	49	60·35	1908	Powayan Light ...	(*c*)	22
8	9·19	...	...	1	1·03	55	60·35	1909			
10	10·43	...	...	1	0·91	57	60·31	1910			
12	11·85	...	...	1	0·55	62	60·00	1911			
4	4·14	...	...	1	1·20	72	70·55	1907			
36	10·71	...	...	6	1·66	1,94	57·73	1908			
39	9·70	...	...	6	1·48	2,10	51·70	1909	Shahdara (Delhi)-Saharanpur Light.	(*a*)	39
38	7·59	...	...	8	1·51	2,25	44·80	1910			
38	7·06	...	...	7	1·38	2,22	41·61	1911			
14	16·05	...	...	...	...	65	74·81	1905			
13	13·32	...	...	2	1·87	67	67·26	1906			
14	12·51	...	...	1	1·27	76	68·70	1907			
14	12·06	...	...	3	1·86	83	73·04	1908	Tarkessur-Magra Light...	(*a*)	40
13	10·66	...	...	2	1·30	86	69 46	1909			
15	12·25	...	...	1	0·73	81	65·36	1910			
15	11·63	...	...	1	0·52	84	66·05	1911			

APPEN

Details of working expenses of each railway

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ Gauge—*concld.*									
41	(a)	Tezpore-Balipara Light ...	1905	14	13·24	20	19·01	10	9·47	18	17·76
			1906	14	11·87	21	17·99	12	10 28	18	15·83
			1907	16	14·71	21	18·37	12	10·76	18	16·05
			1908	15	17·28	15	16·94	7	7·13	15	16 90
			1909	12	13·97	13	14 87	8	9 76	14	16·57
			1910	14	14·73	13	14·08	9	9·90	15	16·02
			1911	24	20·77	14	11·77	11	9·96	17	14·92
		2′ 0″ Gauge.									
42	(a)	Darjeeling-Himalayan ...	1905	1,20	12·33	1,68	17·30	52	5·39	80	8·23
			1906	1,34	13·67	1,65	16·79	53	5·46	85	8·68
			1907	1,00	10·51	1,44	15·16	56	5·85	85	8 90
			1908	98	10·40	1,52	16·03	46	4·88	91	9·67
			1909	85	8 63	1,77	17·87	48	4·87	98	9·87
			1910	94	9·40	1,74	17·37	59	5 85	1,00	9·90
			1911	1,04	10·15	1,80	17·47	57	5·54	1,02	9·87
43	(a)	Howrah-Amta Light ...	1905	34	10·34	39	11 81	18	5·41	45	13·58
			1906	32	9·21	55	15·55	21	5·87	51	14·42
			1907	33	8·94	49	13·14	16	4 29	54	14·48
			1908	44	10·99	61	15·29	20	5·02	58	14·45
			1909	59	13·40	65	14 81	16	3 70	66	15·21
			1910	56	11·54	83	17·20	33	6·85	67	13·82
			1911	51	10·19	65	13 06	26	5·17	69	13·90
44	(a)	Howrah-Sheakhala Light	1905	11	13·02	9	10·66	5	5·67	20	22·20
			1906	11	11·96	12	13·06	3	4·01	22	23·35
			1907	12	12·43	13	13·16	4	4·75	21	21·61
			1908	16	15·82	17	16 39	7	7·27	21	20·88
			1909	18	16·68	17	15·83	5	4·48	23	21·47
			1910	11	9 67	12	9·95	3	2·48	21	17 30
			1911	16	12·28	13	10·37	3	2·59	22	17·45
45	(a)	Jagadhri Light ...	1911	1	19·36	3	40·60	...	...	2	20·65
46	(a)	Jorhat (Provincial) ...	1905	19	24·13	23	29·85	7	8·42	14	17·75
			1906	22	23·90	25	26·77	6	5·98	14	15·63
			1907	26	27·84	27	29·88	9	10·63	15	15·93
			1908	23	22·71	31	30·02	6	6·32	16	15·99
			1909	16	16·20	35	34 70	4	4·47	18	17·71
			1910	22	22·97	28	28 84	8	8·68	14	15·05
			1911	21	19·27	24	22·02	7	6·42	14	12·84
47	(a)	Pipar Road-Bhavi Light...	1910	...	...	1	63·51	...	...	...	...
			1911	3	19·87	5	30·90	1	5·68	2	10·75
		Total of all railways	1905	4,81,54	11·55	7,02,36	16·84	1,84,06	4·41	3,31,02	7·94
			1906	5,43,70	12·32	7,72,99	17·51	1,98,71	4·50	3,71,48	8·41
			1907	5,99,19	12·67	8,58,42	18·15	2,18,30	4·61	4,17,67	8·83
			1908	6,22,19	13·88	9,76,59	21·79	2,63,37	5·88	4,55,21	10·15
			1909	5,82,95	12·39	9,52,19	20 23	2,54,42	5·40	4,63,54	9 85
			1910	6,35,86	12·43	9,51,61	18·61	2,52,68	4·94	4,77,91	9·34
			1911	6,97,47	12·62	10,00,77	18·10	2,85,76	5·17	4,97,06	8·99

DIX 5—*concld.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway. (Detailed in "Index" to Appendix 9.)	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2′ 6″ Gauge—*concld.*		
13	12·80	...	...	1	1·52	76	73·80	1905	Tezpore-Balipara Light ...	(*a*)	41
14	12·16	...	...	1	1·38	80	69·51	1906			
14	12·69	...	...	2	1·47	83	74·05	1907			
14	15·89	...	...	2	2·29	68	76·43	1908			
14	15·74	...	...	1	1·61	62	72·52	1909			
15	16·18	...	...	2	1·49	68	72·40	1910			
15	13·39	...	...	2	1·42	83	72·23	1911			
									2′ 0″ Gauge.		
1,11	11·36	...	...	32	3·29	5,63	57·99	1905	Darjeeling-Himalayan ...	(*a*)	42
1,11	11·29	...	...	31	3·18	5,79	59·07	1906			
1,06	11·21	...	...	30	3·18	5,21	54·81	1907			
1,05	11·09	...	...	31	3·31	5,23	55·38	1908			
1,02	10·29	...	...	39	3·99	5,49	55·52	1909			
1,01	10·08	...	...	34	3·36	5,62	55·96	1910			
1,07	10·37	...	...	35	3·46	5,85	56·86	1911			
13	3·83	...	...	1	0·45	1,50	45·42	1905	Howrah-Amta Light ...	(*a*)	43
13	3·80	...	...	2	0·60	1,74	49·45	1906			
13	3·54	...	...	2	0·74	1,67	45·13	1907			
16	4·06	...	...	3	0·86	2,02	50·67	1908			
17	3·86	...	...	3	0·81	2,26	51·79	1909			
24	4·90	...	...	5	1·17	2,68	55·48	1910			
27	5 34	...	...	8	1·70	2,46	49·36	1911			
5	5·25	...	...	...	...	50	56·80	1905	Howrah-Sheakhala Light	(*a*)	44
5	5·88	...	...	1	0 85	54	59·11	1906			
5	5·08	...	...	1	0·98	56	58·81	1907			
5	4·69	...	...	1	1·00	67	66·05	1908			
5	4·70	...	...	1	1·00	69	64·16	1909			
8	6·57	...	...	1	1·14	56	47·11	1910			
9	6·92	...	...	1	1·07	64	50·68	1911			
1	6·75	...	...	...	...	7	87·36	1911	Jagadhri Light ...	(*a*)	45
12	15·68	...	...	1	1·04	76	96·87	1905	Jorhat (Provincial) ...	(*a*)	46
12	12·82	...	...	1	0·86	80	85·96	1906			
13	14·21	...	...	1	0·94	91	99·43	1907			
13	13·04	...	...	1	0·78	90	88·86	1908			
14	14·56	...	...	1	1·02	88	88·66	1909			
15	15·57	...	...	1	1·05	88	92·16	1910			
11	10·09	...	...	1	0 92	78	71·56	1911			
...	...	...	...	...	...	1	63·51	1910	Pipar Road-Bhavi Light	(*a*)	47
...	...	...	...	...	...	11	67·20	1911			
1,86,96	4·49	18,01	0·43	91,35	2·19	19,95,30	47·85	1905	Total of all railways	...	...
1,98,15	4·49	19,72	0·45	97,47	2·21	22,02,22	49·89	1906			
2,11,49	4·47	21,84	0·46	1,05,40	2·23	24,32,31	51·42	1907			
2,31,29	5·16	26,95	0·60	1,24,65	2·78	27,00,25	60·24	1908			
2,35,07	4·99	25,76	0·55	1,24,55	2·65	26,38,48	56·06	1909			
2,35,29	4·60	26,94	0·53	1,35,43	2·65	27,15,72	53·10	1910			
2,42,63	4·39	25,23	0·46	1,35,00	2·44	28,83,92	52·17	1911			

APPENDIX 6.

General results of working each railway system.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ GAUGE.									
1	(*a*) to (*c*), (*e*), (*g*) and (*h*)	Bengal-Nagpur	1905	1,974·77	5,851	26,87,89	2,44,71	1,10,67	1,34,04	*45·22	4·99
			1906	1,996·50	6,458	27,82,09	2,69,47	1,27,93	1,41,54	*47·49	5·09
			1907	2,113·35	6 944	30,14,72	2,89,80	1,41,34	1,48,46	*48·77	4·92
			1908	2,300·86	6,886	31.94.80	2,71,56	1,57,49	1,14,07	*57·99	3·57
			1909	2,348·63	7,074	33,61,56	2.87,72	1,56,30	1,31,42	*54·32	3·91
			1910	2,395·39	7,810	34,13,96	3,08.53	1,58,21	1,50,32	*51·28	4·40
			1911	2,488·92	8,592	35,24,88	3,39,70	1,71,48	1,68,22	*50·48	4·77
2	(*a*), (*c*) to (*g*), (*o*) and (*p*)	Bombay, Baroda and Central India.	1905	858·43	3,365	14,70,59	2,11,73	92,47	1,19,26	43·67	8·11
			1906	859·80	3,608	14,73,61	2,19,23	1,03,54	1,15,69	47·23	7·85
			1907	960·80	4,137	15,84,03	2,31,42	1,01,52	1,29,90	43·87	8·20
			1908	996·43	4,357	17,01,24	2,27,19	1,19,79	1,07,40	52·73	6·31
			1909	1,199·15	4,647	20,17,63	2,49,22	1,20,30	1,28,92	48·27	6·39
			1910	1,199·15	5,150	20,44,89	2,82,50	1,38,50	1,44,00	49·03	7·04
			1911	1,199·15	6,005	21,21,11	3,06,80	1,49,61	1,57,19	48·76	7·44
3	(*a*)	Eastern Bengal	1905	497·95	2,780	10,65,90	1,24,66	69,52	55,14	55·77	5·17
			1906	497·95	3,322	10,90,96	1,41,12	83,13	57,99	58·90	5·32
			1907	507·47	3,761	12,17,18	1,64,21	1,03,42	60,79	62·98	4·99
			1908	507·47	3,867	13,01,39	1 60,78	1,14,14	46,64	70·99	3·58
			1909	507·23	3,898	13.60,76	1,62,69	1,09,37	53,32	67·22	3·92
			1910	511·43	3,890	14,08,24	1,65,28	95,47	69,81	57·76	4·96
			1911	512·16	4,234	14,40,21	1,81,23	1,13,19	68,04	62·45	4·72
4	(*a*) to (*d*)	East Indian ...	1905	2,235·65	16,246	52,77,77	7,79,46	2,82,15	4,97,31	36·20	9·42
			1906	2,428·39	17,346	54,61,26	8,26,07	3,21,75	5,04,32	38·95	9·23
			1907	2,471·64	19,230	59,27,41	8,37,91	3,35,46	5,02,45	40·04	8·48
			1908	2,476·94	20,910	61,46,02	8,53,25	3,91,80	4,61,45	45·92	7·51
			1909	2,475·83	19,416	62,78,35	8,28,70	3,32,49	4,96,21	40·12	7·90
			1910	2,506·30	19,527	63,20,57	8,40,33	3,19,84	5,40,49	39·29	8·55
			1911	2,559·38	21,289	64,22,04	9,57,61	3,75,27	5,82,34	39·19	9·07
5	(*a*) to (*h*)	Great Indian Peninsula.	1905	2,989·10	15,276	48,13,72	6,30,44	3,05,37	3,25,07	48·44	6·74
			1906	2,997·29	15,846	48,99,63	6,44,02	3,22,01	3,22,01	50·00	6·57
			1907	3,009·90	17,931	50,61.33	6,88,54	3,65,13	3,23,41	53·03	6·39
			1908	3,083·59	17,277	53,30,42	6,05,03	3,76,79	2,28,84	62·21	4·29
			1909	3,157·43	17,763	54,25,04	6,61,11	3,81,36	2.79,75	57·69	5·16
			1910	3,164·12	18,871	55,77,74	7,31,34	4,12,70	3,21,64	56·20	5·77
			1911	3,164·66	20,243	57,13,62	7,74,50	4,28,33	3,46,17	*55·30	6·06
...	...	Madras ...	1905	1,411·08	5,174	20,47,29	2,08,41	1,22,39	86,02	58·73	4·20
			1906	1,467·43	5,065	21,92,71	2,13,90	1,27,09	86,81	59·42	3·96
			1907	1,490·19	5,384	22,63,43	2,20,60	1,48,04	72,56	67·10	3·21
6	(*a*) and (*b*)	Madras and Southern Mahratta.	1908	1,041·61	4,599	16,80,91	1,66,21	1,20,73	45,48	72·64	2·71
			1909	1,041·61	4,313	17,18,61	1,80,92	1,07,42	73,50	59·37	4·28
			1910	1,041·61	4,423	17,49,13	1,89,68	1,08,20	81,48	57·04	4·66
			1911	1,041·61	4,356	17,85,74	1,98,11	1,08,32	89,79	54·68	5·03
7	(*a*) & (*b*)	Nizam's Guaranteed State.	1905	350·71	973	4,47,65	46,26	15,72	30,54	33·98	6·82
			1906	350·71	1,072	4,48,26	48,33	18,43	29,90	38·13	6·67
			1907	350·71	1,145	4,61,17	53,01	18,14	34,87	34·22	7·56
			1908	350·71	1,149	4,67,92	50.38	18,31	32,07	36·34	6·85
			1909	350·71	1,216	4,80,00	50,04	22,08	27,96	44·12	5·83
			1910	350·71	1,493	4,84,14	56,58	26,53	30,05	46·89	6·20
			1911	350·71	1,476	4,75,56	60,62	32,08	28,54	52·92	6·00
8	(*a*) to (*l*)	North Western—									
		Commercial section.	1905†	2,854·52	15,211	42,52,40	5,95,86	2,81,14	3,14,72	47·18	7·40
			1906†	3,063·11	15,920	45,51,10	6,35,58	3,09,24	3,26,34	48·65	7·17
			1907	3,172·42	17,629	49,91,84	7,36,94	3,51,96	3,84,98	47·76	7·71
			1908	3,172·20	17,123	54,05,01	5,83,89	4,28,69	1,55,20	73·42	2·87
			1909	3,277·65	17,354	58,00,17	6,90,72	4,25,25	2,65,47	61·57	4·58
			1910	3,509·56	17,387	60,35,79	7,70,36	4,66,56	3,03,80	60·56	5·03
			1911	3,623·92	18,751	63,43,75	8,32,96	4,64,50	3,68,46	55·77	5·81
		Military section	1905	1,256·56	2,498	17,83,30	46,38	43,97	+ 2,41	94·81	0·14
			1906	1,256·31	2,829	17,87.94	50,29	50,83	—54	101·07	...
			1907	1,253·61	2,886	17,92,79	50,96	57,37	—6,41	112·58	...
			1908	1,257·04	3,205	18,30,46	53,17	78,72	—25,55	148·05	...
			1909	1,257·04	3,286	18,31,29	51,67	72,75	—21,08	140·80	...
			1910	1,257·04	3,097	18,36,16	53,52	65,57	—12,05	122·51	...
			1911	1,256·32	3,094	18,41,31	56,45	66,27	—9,82	117·39	...
		Total commercial and military sections.	1905†	4,111·08	17,709	60,35,70	6,42,24	3,25,11	3,17,13	50·62	5·23
			1906†	4,319·42	18,749	63,39,04	6,85,87	3,60,07	3,25,80	52·50	5·14
			1907	4,426·03	20,515	67,84,63	7,87,90	4,09,33	3,78,57	51·95	5·58
			1908	4,429·24	20,328	72,35,47	6,37,05	5,07,41	1,29,65	79·65	1·79
			1909	4,534·69	20,640	76,31,46	7,42,39	4,98,00	2,44,39	67·08	3·20
			1910	4,766·60	20,484	78,71,95	8,23,88	5,32,13	2,91,75	64·58	3·71
			1911	4,880·24	21,845	81,85,06	8,89,41	5,30,77	3,58,64	59·67	4·38

* See Appendix 9.
† Excludes the Kalka-Simla railway, the working of which was made over to the North Western railway from 1st January 1907.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ GAUGE—*concld.*									
			1905	1,276·69	4,976	15,46,33	1,56,99	92,21	64,78	58·74	4·19
			1906	1,324·20	5,183	15,95,10	1,68,01	88,53	79,48	52·69	4·98
9	(*a*) to (*c*)	Oudh and Rohilkhand.	1907	1,334·87	5,301	16,69,48	1,85,80	1,18,24	67,56	63·64	4·05
			1908	1,324·87	4,940	17,45,63	1,65,38	1,13,21	52,17	68·45	2·99
			1909	1,342·56	4,970	17,92,61	1,65,56	1,17,77	47,79	71·14	2·67
			1910	1,438·79	5,198	18,63,31	1,87,03	96,26	90,82	51·45	4·87
			1911	1,545·81	5,725	18,92,02	2,08,20	1,01,16	1,07,04	48·59	5·66
			1908	445·94	1,420	6,42,28	57,25	32,00	25,25	55·90*	3·93
10	(*a*)	South Indian ...	1909	445·94	1,742	6,43,58	62,30	34,12	28,18	54·76*	4·38
			1910	445·94	1,772	6 61,74	63,39	38,44	24,95	60·63*	3·77
			1911	445·94	1,835	6,57,73	69,66	31,53	38,13	45·26*	5·80
		3′ 3⅜″ GAUGE.									
			1905	775·28	1,485	12,99,28	34,83	32,99	1,84	94·75	0·14
			1906	775·28	1,596	13,19,38	42,20	37,92	4,28	89·86*	0·32
			1907	775·28	1,771	13,40,44	48,90	42,50	6,40	86·91*	0·48
11	(*a*)	Assam-Bengal ...	1908	775·28	1,900	13,73,46	46,97	46,43	54	98·87*	0·04
			1909	770·84	1,788	14,08,36	49,15	44,67	4,48	90·90*	0·32
			1910	789·89	1,786	14,39 04	51,70	43,86	7,84	84·83*	0·54
			1911	789·89	1,846	14,52,51	55,76	44,38	11,38	79·59*	0·78
			1905	1,466·77	4,319	11,92,33	1,23,61	53,31	70,30	43·13	5·90
			1906	1,546·48	4,988	12,71,07	1,43,83	63,93	79,90	44·45	6·29
12	(*a*) & (*b*)	Bengal and North-Western.	1907	1,778·44	5,501	14,53,80	1,64,99	73,05	91,94	44·28	6·32
			1908	1,791·42	5,707	14,88,24	1,61,49	72,93	88.56	45·16	5·95
			1909	1,866·25	5,622	15,31,67	1,56,20	72,50	83,70	46·42	5·46
			1910	1,893·27	5,801	15,40,71	1,67,72	70,84	96,88	42·25	6·29
			1911	1,944·88	5,986	15,69,03	1,88,45	78,17	1,10,28	41·47	7·03
			1905	152·96	268	1,15,19	8,82	4,35	4,47	49·32	3·88
			1906	152·96	244	1,17,32	9,93	4,05	5,88	40·79	5·01
			1907	152·96	246	1,18,27	10,25	5.97	4,28	58·24	3·62
13	(*a*) & (*b*)	Bengal Dooars	1908	152·96	205	1,18,68	10,57	4,09	6,48	38·69	5·46
			1909	152·96	214	1,19,76	10,55	3,86	6,69	36·59	5·59
			1910	152·96	223	1,21,81	11,45	4,26	7,19	37·20	5·90
			1911	152·96	242	1,24,61	12,02	4,55	7,47	37·88	5·99
			1905	455·45	562	2,25,03	22,40	10,99	11,41	49·06	5·07
			1906	455·45	608	2,26,71	23,57	10,98	12,59	46·58	5·55
...	...	Bhavnagar-Gondal-Junagad-Porbandar.	1907	455·45	746	2,27,25	27,57	12,68	14,89	45·99	6·55
			1908	459·15	931	2,28,80	28,83	13,20	15,63	45·79	6·83
			1909	459·15	994	2,32,82	28,31	16,16	12,15	57·08	5·21
			1910	495·37	1,033	2,40,13	32,08	14,82	17,26	46·19	7·19
14	(*a*) & (*b*)	Bhavnagar ...	1911	178·78	428	95,37	15,52	6,01	9,51	38·72	9·97
			1905	1,340·15	4,785	13,55,91	1,57,76	95,95	61,81	60·82	4·56
			1906	1,340·15	5,118	13,97,87	1,57,32	98,70	58,62	62·74	4·19
			1907	1,474·92	5,403	15,80,49	1,67,85	1,07,83	60,02	64·24	3·80
15	(*a*) & (*b*)	Burma ...	1908	1,527·08	5,920	17,13,57	1,88,09	1,11,79	76,30	59·43	4·45
			1909	1,527·08	6,136	17,61,51	1,94,69	1,23,82	70,87	63·60	4·02
			1910	1,527·08	6,327	18,18,23	1,98,26	1,21,90	76,36	61·49	4·20
			1911	1,528·78	6,440	18,63,83	2,06,71	1,34,76	71,95	65·19	3·86
			1905	4·79	18	3,24	45	30	15	65·89	4·63
			1906	4·79	20	3,01	54	31	23	57·12	7·64
			1907	4·79	16	3,00	56	41	15	72·29	5·05
...	...	Deoghur ...	1908	4·79	15	3,00	51	34	17	66·94	5·33
			1909	4·79	16	3,02	50	33	17	66·26	5·63
			1910	4·79	15	2,97	†	†	†	†	†
			1911	Amalgamated with the East Indian railway system.							
			1905	86·00	243	1,04,09	10,14	5,55	4,59	54·73	4·41
			1906	86·00	271	1,04,40	10,73	6,40	4,33	59·65	4·15
			1907	86·00	279	1,04,82	10,99	6,86	4,13	62·42	3·94
16	(*a*) & (*b*)	Dibru-Sadiya ...	1908	86·00	276	1,07,47	10,94	6,16	4,78	56·31	4·45
			1909	83·00	270	1,09,12	11,90	6,71	5,19	56·39	4·76
			1910	91·52	295	1,10,13	12,00	7,22	4,78	60·17	4·34
			1911	91·52	318	1,20,00	12,72	8,11	4,61	63·75	3·84
			1905	821·32	2,400	7,35,48	89,38	44,68	44,70	49·99	6·08
			1906	860·16	2,729	7,96,25	1,09,60	59,23	50,37	54·04	6·33
			1907	853·64	2,987	8,15,49	1,06,58	61,48	45,10	57·68	5·53
3	(*b*) to (*d*)	Eastern Bengal	1908	854·51	3,102	8,38,11	1,18,28	79,61	38,67	67·31	4·61
			1909	1,084·01	3,312	10,87,09	1,20,27	72,99	47,28	60·68	4·35
			1910	1,085·08	3,549	11,17,95	1,24,28	78,95	50,33	59·49	4·50
			1911	1,085·77	3,914	11,42,83	1,40,55	87,67	52,88	62·37	4·63
17	(*a*) & (*b*)	Gondal-Porbandar	1911	194·22	465	83,00	12,20	5,75	6,45	47·00	7·80

* See Appendix 9. † Information not furnished.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7)
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ GAUGE—*contd.*									
7	(*c*)	Hyderabad-Godavari Valley.	1905	391·13	946	2,68,15	29,64	16,35	13,29	55·16*	4·96
			1906	391·13	955	2,69,37	30,33	16,11	14,22	53·12*	5·28
			1907	391·13	965	2,71,85	32,55	14,81	17,74	45·50*	6·53
			1908	391·13	1,105	2,73,97	32,42	16,80	15,62	51·82*	5·70
			1909	391·13	1,081	2,74,24	32,55	18,53	14,02	56·93*	5·11
			1910	391·13	1,249	2,77,74	36,56	18,50	18,06	50·62*	6·50
			1911	391·13	1,228	2,91,88	34,97	21,85	13,12	62·48*	4·50
18	(*a*)	Jamnagar ...	1911	54·22	77	23,27	2,46	1,29	1,17	52·36*	5·04
19	(*a*) to (*d*)	Jodhpur-Bikaner	1905	833·22	1,074	2,14,02	35,24	14,91	20,33	42·31	9·50
			1906	833·22	1,301	2,16,11	40,76	18,66	22,10	45·78	10·22
			1907	833·22	1,273	2,22,63	38,28	19,67	18,61	51·38	8·36
			1908	833·22	1,384	2,45,33	34,62	19,14	15,48	55·26	6·31
			1909	950·76	1,530	2,48,84	37,55	21,23	16,32	56·54	6·56
			1910	1,005·45	1,713	2,62,33	47,51	21,54	25,97	45·34	9·90
			1911	1,084·81	2,009	2,83,96	62,15	26,05	36,10	41·91	12·71
20	(*a*)	Junagad ...	1911	88·36	144	48,00	4,46	2,39	2,07	53·70*	4·31
...	...	Southern Mahratta.	1905	1,719·61	4,304	14,99,23	1,16,03	70,70	45,33	60·93	3·02
			1906	1,724·58	4,855	15,06,16	1,24,67	75,61	49,06	60·65	3·26
			1907	1,730·35	4,901	15,24,41	1,39,04	83,00	56,04	59·70	3·68
6	(*c*) to (*l*)	Madras and Southern Mahratta.	1908	2,047·15	5,609	17,42,31	1,64,93	93,83	71,10	56·89	4·08
			1909	2,084·37	5,744	17,72,66	1,61,97	97,80	64,17	60·38	3·62
			1910	2,091·16	5,865	17,94,78	1,70,86	1,00,88	69,98	59·04	3·90
			1911	2,091·16	6,267	18,11,20	1,79,93	1,06,61	73,32	59·25	4·05
21	(*a*)	Morvi ...	1905	89·64	126	43,91	3,24	1,49	1,75	46·09*	3·98
			1906	94·64	94	44,90	3,03	1,48	1,60	48·11*	3·56
			1907	94·64	124	45,74	4,12	1,56	2,56	37·89*	5·60
			1908	92·83	214	46,43	5,08	2,26	2,82	44·43*	6·07
			1909	92·83	207	47,96	4,72	2,59	2,13	54·88*	4·44
			1910	92·83	203	49,91	5,29	2,33	2,96	44·00*	5·94
			1911	92·83	208	49,91	6,36	2,13	4,23	33·57*	8·47
10	(*c*)	Nilgiri ...	1905	16·99	50	36,90	3,15	2,66	49	84·48	1·33
			1906	16·99	50	37,43	3,20	2,83	37	88·38	0·99
			1907	16·99	50	37,44	3,34	2,84	50	85·02	1·34
			1908	28·96	85	67,82	3,36	2,93	43	87·21*	0·63
			1909	28·96	103	70,32	4,09	3,55	54	86·87*	0·77
			1910	28·96	104	75,94	4,57	3,85	72	84·15*	0·95
			1911	28·96	97	77,29	4,95	3,70	1,25	74·81*	1·62
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa.	1905	2,195·18	7,780	17,19,73	2,93,28	1,25,85	1,67,43	42·91	9·74
			1906	2,187·16	8,313	17,57,93	2,89,52	1,36,96	1,52,56	47·31	8·68
			1907	2,231·52	8,925	17,92,65	2,97,91	1,48,22	1,49,69	49·75	8·35
			1908	2,268·44	8,450	18,86,37	2,59,06	1,59,44	99,62	61·55	5·28
			1909	2,277·45	8,035	19,31,08	2,64,97	1,49,53	1,15,44	56·43	5·98
			1910	2,277·37	8,208	19,48,02	2,99,98	1,47,38	1,52,60	49·13	7·83
			1911	2,309·46	8,871	19,70,81	3,24,15	1,65,11	1,59,04	50·94	8·07
22	(*a*) & (*b*)	Rohilkund and Kumaon.	1905	290·96	647	1,42,54	19,88	10,13	9,75	50·96	6·84
			1906	354·91	773	2,02,09	24,59	12,57	12,02	51·12	5·95
			1907	354·91	964	2,11,79	27,65	12,88	14,77	46·58	6·97
			1908	440·39	920	2,62,90	27,60	14,29	13,31	51·78	5·06
			1909	439·10	931	2,69,90	29,88	15,77	14,11	52·78	5·23
			1910	439·10	963	2,68,36	31,71	13,93	17,78	64·17	6·63
			1911	482·77	980	2,90,96	34,14	15,69	18,45	45·95	6·39
10	(*f*)	Sheranur-Cochin	1905	64·75	110	68,30	3,87	2,26	1,61	58·20*	2·36
			1906	64·75	153	68,59	3,91	2,36	1,55	60·22*	2·27
			1907	64·75	196	69,35	4,17	2,81	1,36	67·46*	1·96
			1908	64·75	202	69,44	4,44	2,44	2,00	54·83*	2·88
			1909	64·75	207	69,86	5,16	2,55	2,61	49·46*	3·74
			1910	64·75	206	69,49	5,63	3,06	2,57	54·32*	3·70
			1911	64·75	235	69,57	6,01	3,11	2,90	51·75*	4·17
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian...	1905	1,353·47	4,620	10,80,79	1,41,83	69,77	71,26	49·47	6·59
			1906	1,364·32	4,668	11,14,78	1,44,68	81,00	63,68	55·99	5·71
			1907	1,364·17	4,998	11,29,09	1,54,57	76,53	78,04	49·51	6·91
			1908	1,111·12	4,912	10,00,70	1,57,60	82,92	74,68	52·61	7·46
			1909	1,111·12	5,075	10,46,71	1,64,86	85,43	79,43	51·82	7·59
			1910	1,111·12	5,265	10,70,73	1,71,41	88,49	82,92	51·62	7·74
			1911	1,111·12	5,986	10,81,93	1,91,88	99,45	92,43	51·83	8·54

* See Appendix 9.

APPENDIX 6—*contd.*

General results of working each railway system.

Classification No. of railway. (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 3⅜″ GAUGE—*concld.*									
23	(*a*)	Udaipur-Chitorgarh.	1905	67·30	53	20,67	2,08	1,04	1,04	50·19*	5·03
			1906	67·30	55	20,76	2,48	1,12	1,36	45·33*	6·55
			1907	67·30	54	20,76	2,51	1,14	1,37	45·43*	6·60
			1908	67·30	57	20,78	2,39	1,21	1,18	50·59*	5·68
			1909	67·30	55	20,96	2,43	1,18	1,25	48·62*	5·96
			1910	67·30	56	20,97	2,52	1,18	1,34	47·05*	6·36
			1911	67·30	77	21,16	2,84	1,31	1,53	46·07*	7·24
		2′ 6″ GAUGE.									
25	(*a*)	Arrah-Sasaram Light.	1911	60 50	73	20,76	1,33	89	44	66·79*	2·13
27	(*a*)	Baraset-Basirhat Light.	1905	26·06	41	9,07	1,11	55	56	49·93*	6·17
			1906	26·06	52	9,53	1,51	71	80	47·23*	8·39
			1907	26·06	57	10,05	1,73	87	86	50·26*	8·56
			1908	26·06	58	10,53	1,49	90	59	60·69*	5·60
			1909	34·50	70	14,21	1,74	1,05	69	60·45*	4·86
			1910	51·12	102	21,81	2,36	1,62	74	68·89*	3·36
			1911	51·12	124	22,13	2,78	1,66	1,12	59·67*	5·07
28	(*a*)	Barsi Light ...	1905	27·93	25	13,02	2,19	80	1,39	36·39*	10·68
			1906	78·50	87	41,11	2,19	1,09	1,10	49·90*	2·68
			1907	78·50	123	47,48	5,43	3,19	2,24	58·76*	4·72
			1908	78·50	118	48,29	4,31	2,59	1,72	60·08*	3·56
			1909	78·50	133	49,56	6,45	2,55	3,90	39·58*	7·87
			1910	78·50	145	50,34	6,98	3,08	3,90	44·18*	7·75
			1911	115·34	149	49,00	7,45	3,46	3,99	46·44*	6·84
29	(*a*)	Bukhtiarpore-Bibar Light.	1905	18·50	27	8,23	89	53	36	59·84*	4·37
			1906	18·50	31	8,43	1,11	63	48	56·77*	5·69
			1907	18·50	29	8,93	1,11	65	46	58·45*	5·15
			1908	18·50	33	9,01	1,10	65	45	59·04*	4·99
			1909	28·00	45	11,97	1,52	94	58	61·70*	4·85
			1910	28·00	42	12,01	1,24	69	55	55·99*	4·54
			1911	33·00	44	12,38	1,34	72	62	53·38*	5·04
30	(*a*)	Champaner-Shivrajpur Light.	1911	20·24	27	9,03	64	49	15	75·74*	1·72
31	(*a*)	Cutch ...	1905	11·67	...	4,26	28	7	21	26·63*	4·93
			1906	11·67	16	4,48	40	20	20	50·54*	4·46
			1907	11·67	24	4,58	43	19	24	44·31*	5·24
			1908	36·78	19	8,75	40	22	18	54·41*	2·06
			1909	36·78	27	9,43	85	37	48	43·61*	5·09
			1910	36·78	29	9,43	94	37	57	40·24*	6·04
			1911	36·78	32	9,49	1,01	42	59	42·05*	6·17
32	(*a*)	Dehri-Rohtas Light.	1911	23·83	20	5,33	24	36	—12	151·07*	...
33	(*a*)	Dholpur-Bari	1908	19·62	15	7,34	21	32	—11	152·74*	...
			1909	19·62	19	6,92	36	30	6	84·06*	0·87
			1910	19·62	20	6,97	48	28	20	58·99*	2·85
			1911	19·62	19	7,41	41	27	14	65·50*	1·93
...	...	Kalka-Simla ...	1905	59·44	164	1,76,12	7,52	3,51	4,01	46·73	2·28
			1906	59·44	143	1,77,93	7,64	4,57	3,07	59·82	1·73
			1907		Amalgamated with the North Western railway.						
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1905	25·38	11	10,64	13	14	—1	107·69	...
			1906	43·91	90	19,16	79	81	—2	102·53	...
			1907	43·91	96	19,29	93	84	9	90·32	0·47
			1908	43·91	99	19,27	91	86	5	94·51	0·26
			1909	43·91	83	19,24	85	91	—6	107·06	...
			1910	43·91	84	19,58	1,03	83	20	80·58	1·02
			1911	43·91	80	19,44	1,06	88	18	83·02	0·93
1	(*d*)	Mourbhanj ...	1905	32·41	40	6,22	31	22	9	70·01*	1·45
			1906	32·41	24	6,95	45	23	22	51·17*	3·17
			1907	32·41	24	7,13	44	22	22	50·46*	3·09
			1908	32·41	26	7,19	51	22	29	43·62*	4·03
			1909	32·41	25	7,20	55	31	24	56·26*	3·33
			1910	32·41	26	7,20	58	33	25	56·70*	3·47
			1911	32·41	26	7,20	62	29	33	46·13*	4·58

* See Appendix 9.

APPENDIX 6—*concld.*

General results of working each railway system.

Classification No. of Railway. (detailed in "Index" to Appendix 9).		Railway system.	Year.	Mileage open at close of the calendar year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ GAUGE—*concld.*	1905	24·62	18	7,11	27	23	4	83·52*	0·56
			1906	24·62	19	7,12	21	31	—10	145·14*	...
			1907	24·62	19	7,13	25	31	—6	123·10*	...
1	(*f*)	Parlakimedi Light.	1908	24·62	20	7,13	26	25	1	96·82*	0·14
			1909	24·62	19	7,17	26	19	7	73·05*	0·98
			1910	24·62	18	7,29	27	19	8	69·50*	1·10
			1911	24·62	19	7,36	33	23	10	68·74*	1·36
			1905	39·50	60	8,95	93	56	37	60·37*	4·14
			1906	39·50	62	8,95	1,00	60	40	60·34*	4·47
			1907	39·50	58	8,95	87	52	35	60·34*	3·91
22	(*c*)	Powayan Light	1908	39·50	62	8,95	81	49	32	60·35*	3·58
			1909	39·50	61	8,95	92	55	37	60·35*	4·13
			1910	39·50	59	8,95	95	57	38	60·31*	4·22
			1911	39·50	59	8,95	1,03	62	41	60·33*	4·59
			1907	93·02	44	33,02	1,01	72	29	70·55*	0·88
39	(*a*)	Shahdara (Delhi)-Saharanpur Light.	1908	92·63	122	41,35	3,36	1,94	1,42	57·73*	3·43
			1909	92·63	135	41,56	4,06	2,10	1,96	51·70*	4·72
			1910	92·50	136	41,67	5,03	2,25	2,79	44·80*	6·69
			1911	92·50	137	42,17	5,32	2,22	3,10	41·61*	7·37
			1905	33·27	89	10,47	87	65	22	74·81*	2·10
			1906	33·27	94	10,73	1,00	67	33	67·26*	3·08
			1907	33·27	94	10,92	1,10	76	34	68·70*	3·11
40	(*a*)	Tarkessur-Magra Light.	1908	33·27	92	10,93	1,13	83	30	73·04*	2·74
			1909	33·27	108	11,06	1,24	86	38	69·46*	3·44
			1910	33·27	104	11,32	1,21	81	43	65·36*	3·80
			1911	33·27	121	11,32	1,26	84	42	66·05*	3·79
			1905	20·10	37	4,87	1,03	76	27	73·80*	5·54
			1906	20·10	37	4,87	1,15	80	35	69·51*	7·19
41	(*a*)	Tezpore-Balipara Light.	1907	20·10	36	4,87	1,12	83	29	74·05*	5·95
			1908	20·10	30	4,87	89	68	21	76·43*	4·31
			1909	20·10	32	4,87	86	62	24	72·52*	4·93
			1910	20·10	31	4,87	94	68	26	72·40*	5·32
			1911	20·10	31	4,87	1,15	83	32	72·23*	6·54
		2′ 0″ GAUGE.									
			1905	51·00	252	37,52	9,73	5,63	4,10	57·90*	10·93
			1906	51·00	233	37,43	9,80	5,79	4,01	59·07*	10·71
42	(*a*)	Darjeeling-Himalayan.	1907	51·00	231	37,53	9,50	5,21	4,29	54·81*	11·43
			1908	51·00	226	37,47	9,44	5,23	4,21	55·38*	11·24
			1909	51·00	246	37,73	9,89	5 49	4,40	55·52	11·66
			1910	51·00	257	37,94	10,03	5 62	4,41	55·96*	11·65
			1911	51·00	268	38,52	10.30	5,85	4,45	56·86*	11·55
			1905	37·19	103	16,41	3,29	1,50	1,79	45·42*	10·81
			1906	37·19	124	18,24	3,51	1,74	1,77	49·45*	9·70
43	(*a*)	Howrah-Amta Light.	1907	37·19	113	18,85	3,70	1,67	2,03	45·13*	10·77
			1908	43·87	138	21,57	3,98	2,02	1,96	50·67*	9·09
			1909	43·87	156	21,81	4,37	2,26	2,11	51·79*	9·67
			1910	43·87	168	22,24	4,84	2,68	2,16	55·48*	9·67
			1911	43·87	174	23,04	4,99	2,46	2,53	49·36*	10·97
			1905	19·75	35	6,20	88	50	38	56·80*	6·13
			1906	19·75	36	6,24	91	54	37	59·11*	5·93
44	(*a*)	Howrah-Sheakhala Light.	1907	19·75	35	6,25	95	56	39	58·81*	6·24
			1908	19·75	48	6,33	1,01	67	34	66·05*	5·37
			1909	19·75	51	6,51	1,07	69	38	64·16*	5·84
			1910	19·75	51	6,56	1,20	56	64	47·11*	9·65
			1911	19·75	59	6,56	1,26	64	62	50·68*	9·48
45	(*a*)	Jagadhri Light...	1911	3·31	6	1,06	8	7	1	93·64*	0·96
			1905	30·25	54	9,08	79	76	3	96·87*	0·33
			1906	31·75	51	9,09	93	80	13	85·96*	1·43
46	(*a*)	Jorhat (Provincial).	1907	31·75	56	9,30	92	91	1	99·43*	0·11
			1908	31·75	53	9,30	1,01	90	11	88·86*	1·18
			1909	31·65	51	9,53	99	88	11	88·66*	1·15
			1910	30·00	51	9,68	96	88	8	92·16*	0·83
			1911	32·00	52	9,72	1,09	78	31	71·35*	3·19
47	(*a*)	Pipar Road-Bhavi Light.	1910	19·00	1	1,96	2	1	1	63·51*	0·32
			1911	19·00	15	1,97	16	11	5	67·20*	2·66
			1905	28,287	107,046	3,58,51,80	41,69,92	19,95,30	21,74,62	47·85	6·07
			1906	29,089	114,489	3,71,27,05	44,13,58	22,02,22	22,11,36	49·89	5·96
			1907	29,957	124,786	3,91,86,93	47,30,51	24,32,31	22,98,20	51·42	5·86
		Total of all railways.	1908	30,576	127,881	4,11,91,71	44,82,69	27,00,25	17,82,44	60·24	4·33
			1909	31,490	128,260	4,29,83,20	47,06,38	26,38,48	20,67,90	56·06	4·81
			1910	32,093	132,823	4,39,04,73	51,14,22	27,15,72	23,98,50	53·10	5·46
			1911	32,839	142,944	4 50,06,80	55,27,92	28 88,92	26,44,00	52·17	

* See Appendix 9.

APPENDIX 7.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	Remarks.
1	2	3	4	5	6	7	8	9	10
1	Mileage open at close of the calendar year. Miles	28,287	29,089	29,957	30,576	31,490	32,099	32,839	
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) . . . Rs.	3,58,51,80	3,71,27,05	3,91,86,93	4,11,91,71	4,29,83,20	4,39,04,73	4,50,06,80	
3	Gross earnings (in thousands of rupees) . „	41,69,92	44,13,58	47,30,51	44,82,69	47,06,38	51,14,22	55,27,92	
4	Gross earnings per mile open . . . . „	14,744	15,176	15,794	14,663	14,948	15,936	16,833	
5	Gross earnings per mile open per week . „	284	292	304	282	287	306	324	
6	Gross earnings per train-mile . . . . „	3·89	3·85	3·79	3·51	3·67	3·85	3·87	
7	Total working expenses (in thousands of rupees) „	19,95,30	22,02,22	24,32,31	27,00,25	26,38,48	27,15,72	28,83,92	
8	Working expenses per mile open . . „	7,055	7,572	8,121	8,833	8,380	8,462	8,782	
9	Working expenses per train-mile . . . „	1·86	1·92	1·95	2·11	2·06	2·04	2·02	
10	Percentage of working expenses to gross earnings . . Per cent	47·85	49·89	51·42	60·24	56·06	53·10	52·17	
11	Net earnings (in thousands of rupees) . . . Rs.	21,74,62	22,11,36	22,98,20	17,82,44	20,67,90	23,98,50	26,44,00	
12	Net earnings per mile open. „	7,689	7,604	7,673	5,830	6,568	7,474	8,051	
13	Net earnings per train-mile. „	2·03	1·93	1·84	1·40	1·61	1·81	1·85	
14	Percentage of net earnings on total capital outlay (item 2) . Per cent	6·07	5·96	5·86	4·33	4·81	5·46	5·87	
15	Coaching train-miles (in thousands). . Train-miles.	33,491	37,155	43,258	47,885	48,191	48,598	50,833	
16	Goods train-miles (in thousands) . . . „	39,712	41,693	46,869	44,875	44,065	47,690	53,219	
17	Mixed train-miles (in thousands). . . „	29,892	31,014	30,142	29,944	30,859	31,986	33,746	
18	Total, including miscellaneous train-miles (in thousands) . . „	107,046	114,489	124,786	127,881	128,260	132,823	142,944	
19	Unit-mileage of passengers (in thousands) . . Unit-miles	9,900,481	10,688,095	11,840,649	12,102,929	12,364,579	13,432,477	14,372,943	
20	Freight ton-mileage of goods (in thousands) . . Ton-miles	9,040,760	9,770,574	10,840,885	9,925,830	9,340,441	12,032,916	13,358,364	
21	Average miles a ton of goods was carried. Miles	176·60	165·97	174·58	159·07	153·37	184·33	187·44	
22	Average rate charged for carrying a ton of goods one mile . . . Pies	5·19	5·42	5·18	5·09	5·78	4·83	4·73	
	Average miles a passenger was carried.								
23	1st class ... Miles	98·29	100·71	100·89	100·76	103·35	99·72	111·60	
24	2nd class ... „	72·92	74·47	70·91	71·26	69·24	75·07	76·33	
25	Intermediate class ... „	63·78	64·12	59·29	58·82	54·89	52·41	57·27	
26	3rd class ... „	40·92	40·36	39·65	38·65	38·74	37·12	37·72	
27	Season and Vendors' tickets. „	9·16	9·57	9·31	8·94	8·89	8·79	8·78	
28	Total ... „	39·90	39·43	38·71	37·68	37·54	36·15	36·87	
	Average rate charged per passenger per mile.								
29	1st class ... Pies	13·31	13·16	13·06	12·95	12·89	14·55	14·29	
30	2nd class ... „	5·77	5·74	5·76	5·76	5·94	6·67	6·73	
31	Intermediate class ... „	3·09	3·06	3·05	3·04	3·06	3·15	3·10	
32	3rd class ... „	2·30	2·29	2·28	2·28	2·28	2·28	2·30	
33	Season and Vendors' tickets. „	1·42	1·38	1·40	1·39	1·42	1·42	1·43	
34	Total ... „	2·47	2·46	2·44	2·44	2·43	2·45	2·47	

APPENDIX 8.

Railways and tramways projected up to the 31st December 1911.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BALUCHISTAN.							
				5′ 6″	52	64·32	Fully equipped line.
				5′ 6″	47	28·95	Light line. Projected to develop mining industry and open up Zhob Valley.
Khanai-Hindu Bagh railway	N. W. ...	Khanai to Hindu Bagh ...	Surveyed in 1908.	2′ 6″	52	49·04	Fully equipped line.
				2′ 6″	47	25·94	Light line.
				2′ 0″	47	25·36	Light line.
BENGAL.							
Bankura (or Bishenpur) Calcutta chord railway.	B. N. ...	Bishenpur to Hooghly ...	Surveyed.	5′ 6″	71	132·55	Double line.
						91·02	Single line.
		or	in 1901-1902.				
		Bishenpur to Howrah ...		5′ 6″	81	147·11	Double line. Add for Hooghly bridge 6 miles and 72·58 lakhs if at Cossipore or 5 miles and 54·47 lakhs if at Panihati, both double line.
						100·75	Single line.
Bausi-Baidyanath railway	E. I. ...	Bausi to Baidyanath ...	Surveyed in 1899.	5′ 6″	44	32·35	
Bechupur-Ramgarh Bokharo Coalfield railway.	O. & R. ...	Bechupur (Moghal Sarai) to Leiyo.	Surveyed in 1910.	5′ 6″	269	361·64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Not ...	5′ 6″	30	...	New project.
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ...	Surveyed in 1895-1896.	5′ 6″	...	...	Bhagalpur to Bausi opened on 1st October 1911.
		or					
		Bhagalpur to Ahmadpur ...					
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-90 and 1897-98.	5′ 6″	171	168·00	
Bokharo and Ramgarh Coalfields railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5′ 6″	42	50·02	Mohuda-Jamooni Section (12 miles) under construction. Second Section from Jamooni to a distance of 12 miles will shortly be commenced.
Futwah-Islampur railway ...	E. I. ...	Futwah to Islampur ...	Not ...	2′ 6″	26	...	New project. Survey by promoters sanctioned since the close of the year.
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Not ...	5′ 6″	29	...	New project. Survey sanctioned since the close of the year.
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh	Not ...	2′ 0″	41	14·00	Reconnoitred by promoters. Construction of the first alternative under consideration.
		or					
		Kodarma to Hazaribagh.			...	...	
Isri-Parasnath railway ...	E. I. ...	Isri to Madhuban ...	Not ...	2′ 6″	12	3·77	Reconnoitred by promoters.
Katwa-Ahmadpur railway	E. I. ...	Katwa to Ahmadpur ...	Surveyed in 1901-1902.	5′ 6″	32	28·23	
		or					
		Katwa to Sainthia ...			...	...	This alignment favoured by East Indian railway.
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905.	2′ 6″	56	16·29*	Concession for construction granted to a private syndicate.
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Under survey.	2′ 6″	45	...	
Mourbhanj Light railway extension.	B. N. ...	Baripada to Patri and Talband.	Not ...	2′ 6″	48	11·00	
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3′ 3⅜″	38	32·70	

*With second-hand materials and rolling-stock. With new materials and rolling-stock cost is 18·14 lakhs.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1911.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*concld.*							
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5′ 6″	190	237·00	Bengal Government urged construction by State on administrative and political grounds.
Shibnibash-Kotchandpur-Magura branch railway.	E. B.	Shibnibash to Magura.					
		(i) *vid* Khallispur, Durgapur and Jhenidah.	Surveyed in 1897-98 for a 2′ 6″ gauge line and resurveyed in 1900-1901 for 5′ 6″ gauge line.	5′ 6″	52	49·94	Estimate includes cost of branch No. (1).
		(ii) *vid* Khallispur and Kaliganj direct to Magura.			48	53·07	Estimate includes cost of branch No. (2).
		(iii) *vid* Khallispur, Kaliganj and Jhenidah.			55	52·49	Estimate includes cost of branch No. (1).
		Branch—					
		(1) Jhenidah to Sulkopa or			12	...	
		(2) Kaliganj to Sulkopa.			20	...	
Scintilla-Sonpur branch railway.	B. N. ...	Scintilla to Sonpur ...	Surveyed in 1897-98.	5′ 6″	48	30·62	To connect Raipur-Vizianagram with Sambalpur-Khurda.
Tewaraha-Sitamarhi branch railway.	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed in 1906-1907.	3′ 3⅜″	30	16·53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
BOMBAY.							
Aden railway	...	Tawahi to Shaik Othman with Maala to Crater, branch	Surveyed in 1910-1911.	2′ 6″	10 2	5·58 4·23	Maala-Shaik Othman section, 7·85 miles, cost 3·7 lakhs.
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3′ 3⅜″	31	24·42	
Baroda-Savli railway ...	B. B. & C. I.	Baroda to Savli, *vid* Wagodhia, Ajwa and Jarod.	Surveyed in 1909-1910.	2′ 6″	32	...	The Wagodhia-Jarod section is under construction. Commencement of earthwork on the Jarod-Savli section sanctioned as a measure of famine relief since the close of the year.
Belapur (or Lakh) Sangamner branch railway.	G. I. P.	Lakh to Sangamner ...	Surveyed in 1900	5′ 6″	22	...	Alternative alignment, *vid* Bablishwar, 4 miles shorter.
Bombay-Sind Connection railway.	B. B. & C. I. & N. W.	Viramgam to Badin, *vid* Radhanpur, Suigam and Nagarparker.	Surveyed in 1907-1909.	5′ 6″	270	318·19	The project as a whole is in abeyance but construction of Viramgam-Sami section (45 miles) under consideration, commencement of earthwork for famine labour on which has been sanctioned since the close of the year.
Botad-Jasdan railway ...	B. N. G. ...	Botad to Jasdan ...	Surveyed in 1911.	3′ 3⅜″	34	10·43	New project. Commencement of earthwork sanctioned as a measure of famine relief.
Dabhora-Ambaji Mata railway.	B. B. & C. I	A point on the Gadhwada thana Frontier to Ambaji Mata.	Partly surveyed in 1910.	2′ 6″	27	...	Construction of the first 18 miles to Samia sanctioned in July 1911. Estimated cost 7·27 lakhs.
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches.					
		(i) Diodar to Radhanpur ...	Surveyed in 1900.	3′ 3⅜″	85	22·72	Extension of Palanpur-Deesa. Deesa-Diodar Section (28 miles) cost 7·98 lakhs and Diodar-Tharad Section (33 miles) cost 9·44 lakhs.
		(ii) Abasana to Suigam ...					
Dholka-Dholera railway ...	B. B. & C. I.	Dholka to Dholera ...	Surveyed in 1906-1909.	3′ 3⅜″	40	19·88	Cost 21·70 lakhs including cost of promotion, etc. Re-survey sanctioned.
Dhond-Baramati railway ...	G. I. P. ...	Dhond to Baramati ...	Surveyed in 1911.	2′ 6″	27	10·15	Proposals for construction by private enterprise under consideration.
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-1893.	5′ 6″	20	20·00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi, with branches to Gold mines.	Surveyed in 1905-1906.	3′ 3⅜″	33	...	
Jacobabad-Kashmore railway	N. W.	Jacobabad to Kashmore ...	Not	2′ 6″	73	...	New project. Survey sanctioned.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1911.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*contd.*							
Jamnagar-Dwarka extension railway.	J. N.	Jamnagar to Dwarka, *vid* Khambhalia, with Khambhalia-Salaya branch.	Surveyed in 1911.	3′ 3⅜″	80 10	... ...	Proposed by Navanagar State. The line lies partly in that State and partly in Baroda. Commencement of earthwork on Navanagar portion sanctioned as a measure of famine relief and the Baroda portion sanctioned for construction.
Junagad-Una railway ...	J. N. D.	Junagad to Una ...	Under survey.	...	...	...	Earthwork on Junagad-Visavadar section sanctioned as a measure of famine relief: also on the Una-Sodavdi section since the close of the year. A portion of the former section, up to Bilkha (14 miles), is under construction.
Kakoshi-Kakhal railway ...	B. B. & C. I.	Kakoshi to Kakhal with Khalipur-Patan branch.	Surveyed in 1911.	3′ 3⅜″	42	15·80	Proposed by Baroda Durbar. Construction sanctioned since the close of the year.
Kalyan-Belapur-Paneval-Karjat Light railway.	G. I. P. ...	Kalyan to Karjat, *vid* Taloja and Chowk.	Surveyed in 1907-1908.	2′ 0″ 2′ 6″	40	15·22 16·17	Proposals from private enterprise for construction on 2′ 6″ gauge from Kalyan to Paneval, *vid* Taloja, with Taloja-Sarsola branch, under consideration.
		with Taloja-Sarsola branch, *vid* Belapur.		2′ 0″ 2′ 6″	9	2·57 2·79	
		Chowk to Nagothna extension.	Not ...	2′ 0″ or 2′ 6″	37	12·33	Reconnoitred in 1907-1908.
Kapadvanj-Meghraj railway	N. K.	Kapadvanj to Meghraj ...	Under survey.	2′ 6″	47	...	New project.
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara ...	Surveyed in 1911.	3′ 3⅜″	13	4·44	Surveyed by promoters.
Kudchi-Bagalkot railway ...	M. & S. M.	Kudchi to Bagalkot, *vid* Jamkhandi.	Under survey.	3′ 3⅜″	76	...	New project.
Kundla-Bhavnagar railway...	B. N. G. ...	Kundla to Bhavnagar, *vid* Mohwa.	Under survey.	3′ 3⅜″	95	...	Proposed by Bhavnagar State. Commencement of earthwork on Kundla-Mohwa section sanctioned as a measure of famine relief.
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-1908.	5′ 6″	5	...	
Larkhana-Kambar-Shahdadpur railway.	N. W. ...	Larkhana to Shahdadpur ...	Surveyed in 1899-1900.	2′ 6″	32	11·68	
				5′ 6″	32	19·32	Fully equipped.
						13·07	Light line.
Light Railways in Sind ...	J. B. ...	(*i*) Shadipalli to Mehoo Suboo. (*ii*) Shadipalli to a point on (*iii*) *vid* Samara. (*iii*) Chhor to Tatta ... (*iv*) Mirpur Buttora on (*iii*) to Dhindee. (*v*) Belo on (*iii*) to Shahbunder. (*vi*) Hyderabad (or Kotri) to Karachi, *vid* Tatta.	Not ...	...	...	...	(*vi*) Will be constructed by State.
Lower Sind branches ...	N. W. ...	(*i*) Badin to Jungshahi ...	Surveyed in 1902.	5′ 6″	70	37·42	The Chhor-Tatta and Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.
		(*ii*) Tando Muhammad Khan to Mirpur Buttora.			33	17·19	
Lunavada-Jhalod railway ...	G. L.	Lunavada to Jhalod, *vid* Sunth and Rampur.	Not ...	2′ 6″	37	...	New project. Survey sanctioned.
Miraj-Bijapur branch railway	M. & S. M.	Miraj to Bijapur ...	Not...	2′ 6″	77	...	Construction by Barsi Light railway contemplated.
Nadiad-Kaira railway ...	B. B. & C. I.	Nadiad to Kaira, *vid* Piej Vasu and Matar.	Not...	2′ 6″	18	...	New project.
Nipani branch railway ...	M. & S. M.	Niphani to a point on the Poona branch of the M. & S. M. railway.	Not...	3′ 3⅜″	34	...	New project. Survey sanctioned.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2′ 6″	84	50·91	Construction by Barsi Light railway contemplated.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1911.

NAME OF PROJECT. Projects are arranged under Provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*concld.*							
Talegaon-Manchar railway	G. I. P. ...	Talegaon to Manchar ...	Partly surveyed in 1910.	2′ 6″	30	...	First section to Khed (21 miles) surveyed by promoters. Estimated cost 13·77 lakhs. Resurvey of the section sanctioned.
Timba-Savli railway ...	B. B.& C. I.	Timba to Savli ...	Not...	2′ 6″	20	...	Proposed by Baroda Durbar.
Vasad-Katna railway ...	B. B. & C.I.	Vasad to Katna *vid* Borsad and Vadeli or *vid* Dabhasi, Bochasan, Golel Uneli, Shahijpur and Ras.	Not...	2′ 6″	...	...	New project. Traffic prospects being investigated.
Vijapur-Chhara railway ...	B. B. & C.I.	Vijapur to Chhara ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
Visnagar (or Vadnagar)-Vijapur extension railway.	B. B. & C. I.	Visnagar to Vijapur ... or Vadnagar to Vijapur ...	Surveyed in 1904.	3′ 3⅜″	16 17	5·34 ...	This alternative is favoured by Baroda Durbar, in whose territory the line lies throughout. With the existing Kalol-Vijapur railway the extension will form a chord between R. M. railway and Gaekwar's Mehsana railway. Project is at present in abeyance.
Wadi-Gadag railway ...	N. G. S.	Wadi to Gadag ...	Surveyed in 1909.	5′ 6″	174	186·84	Construction by His Highness the Nizam's Guaranteed State Railway Company contemplated.
Zankavav-Vajipur railway...	B. B. & C. I.	Zankavav to Vajipur ...	Surveyed in 1903.	2′ 6″	37	...	Extension of Kosamba-Zankavav railway at present under construction.
BURMA.							
Alon-Saingbyin railway ...	B. ...	Alon to Saingbyin *vid* Budalin.	Surveyed in 1911.	3′ 3⅜″	28	28·00	New project.
Assam-Burma connection railway.	A. B. & B. ...	(i) Chittagong-Akyab-Minhla. (Aeng Pass route.)	Surveyed in 1894-1895.	3′ 3⅜″	450	700·00	
		(ii) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.)			385	650·00	
		(iii) Makum to Mogaung ... (Hukong valley route.)			284	383·00	
		(iv) Chittagong-Taungup-Prome.	Surveyed in 1908-1909.		490	841·94	
Bhamo-Momein (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Surveyed in 1905-1906.	2′ 6″	122	127·52	
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1908.	3′ 3⅜″	8	...	
Lower Burma railways ...	B. ...	(i) Ye to Tavoy ... (ii) Tavoy to Amya, *vid* Myitta. (iii) Moulmein to Three Pagodas. (iv) Ye to Three Pagodas	Not ...	3′ 3⅜″	350	...	New project. Reconnaissance survey sanctioned.
Madouk-Nyaunglebin-Pado railway.	B. ...	Madouk to Nyaunglebin ... and Nyaunglebin to Pado ...	Surveyed in 1908-1910.	3′ 3⅜″	10 13	5·40 6·27	
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein to Myawaddy.	Surveyed in 1907.	3′ 3⅜″	78	100·19	
Moulmein-Ye railway ...	B. ...	Battery point, north of Moulmein to Ye.	Surveyed in 1906.	3′ 3⅜″	94	83·32	
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3′ 3⅜″	67	53·30	

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1911.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to Appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BURMA—*concld.*							
Pyinmana-Magwe railway ...	B. ...	Pyiwin to Taungdwingyi...	Surveyed in 1907-1908.	3′ 3⅜″	69	49·74	Proposed in 1905 in case of necessity as a famine relief work. The Pyinmana-Minbyin section, 29 miles long, resurveyed in 1911, as a light line and estimated to cost Rs. 15·17 lakhs.
		and Taungdwingyi to Myingin (near Magwe.)			51	40·95	
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin, *vid* Letkobin.	Surveyed in 1899.	3′ 3⅜″	30	14·43	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs.
Shwebo-Yeu Light railway	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3′ 3⅜″	22	...	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Nam Pai railway	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mines Light railway).	Surveyed in 1910.	3′ 3⅜″	26	17·63	Project abandoned at present.
CENTRAL INDIA.							
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2′ 6″	163	61·15	Construction of Bodeli-Chhota Udepur section under consideration. Detailed survey of this section sanctioned since the close of the year.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Surveyed in 1906-1907.	5′ 6″	102	166·12	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	...	
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Under resurvey.	2′ 6″	32	7·61	Proposals for its construction are under consideration. Resurvey on 5′ 6″ gauge sanctioned.
CENTRAL PROVINCES.							
Amraoti-Sonnair railway ...	G. I. P. ...	Amraoti to Narkher, *vid* Morsi.	Surveyed in 1906-1907.	5′ 6″	70	65·70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Bellarpur-Warangal (or Kazipet) railway.	...	(See under Hyderabad).	...	...	...	...	
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-1908.	2′ 6″	153	101·74	Excluding interest on capital.
Bir-Bhopal railway ...	...	(See under Central India).	...	...	...	...	
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed in 1906-1907.	5′ 6″	26	20·91	Chord between the North-East line and the Wardha coal branch.
Dhamtari-Bastar-Salur railway.	B. N. ...	Dhamtari to Salur, *vid* Bastar.	Not ...	2′ 6″	260	...	Reconnaissance survey sanctioned.
Khamgaon-Jalna railway ...	G. I. P. ...	Khamgaon to Jalna ...	Surveyed in 1899-1900.	2′ 6″	93	32·65	Fresh survey of Khamgaon-Chickli section (36 miles) sanctioned.
Khandwa-Akola-Hingoli railway.	B. B. & C. I.	Khandwa to Hingoli, *vid* Akola and Basim.	Under resurvey.	3′ 3⅜″	200	155·00	On Purna-Hingoli railway (under construction). Estimate is based on preliminary survey. Detailed survey sanctioned in 1911. Cost of Hyderabad Section, 17 miles, will be 12·29 lakhs. Line forms part of North and South 3′ 3⅜″ gauge connection.
Pulgaon-Arvi railway ...	G. I. P. ...	Pulgaon to Arvi ...	Surveyed in 1911.	2′ 6″	22	...	New project.
Rajahmundry-Sironcha railway.	M. & S. M.	Rajahmundry to Sironcha direct.	Surveyed in 1909-1910.	5′ 6″	209	367·96	
		or *Vid* Gokavaram ...			215	367·84	
Sambalpur-Khurda railway	...	(See under Bengal).	...	...	...	...	

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1911.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
EASTERN BENGAL AND ASSAM.							
Assam-Burma connection railway	...	(See under Burma) ...	...	...	...	...	
Barisal connection railway	E. B ...	Barisal to a point on the Khoolna branch of the Eastern Bengal railway.	Not ...	2′ 6″	...	...	New project. Reconnaissance of the country between Bagirhat and Barisal, and between Nowpara, Gournadi and Barisal sanctioned.
Bhairab Bazar-Netrokona-Mymensingh railway.	A. B. & E. B. ...	(i) Bhairab Bazar to Netrakona *vid* Iswarganj.	Not ...	3′ 3⅜″	70	73·55	Has been reconnoitred in 1911. Will be constructed by State.
		(ii) Iswarganj to opposite Mymensingh.			15	13·82	
		(iii) Bridge over the Brahmaputra at Mymensingh.			...	8·17	
		(iv) Netrakona to Durgapur.			17	16·37	
Cachar District tramways ...	A. B. ...	Sealtick to Lala Bazar* ...	Reconnoitred in 1897.	2′ 6″	24	14·75	Government of Eastern Bengal and Assam propose survey as feeders.
		Silchar to Duarbund ...			22		
		Silchar to Tikalpur ...			14		
Chalsa-Matelli railway ...	B. D. ...	Chalsa to Matelli ...	Under survey.	3′ 3⅜″	5	...	New project.
Dacca-Mymensingh railway extension.	E. B. ...	(i) Dacca to Aircha or Tangi to Aircha, *vid* Dassora	Surveyed in 1899-1900.	3′ 3⅜″	45	76·71	
					45	75·72	
		(ii) Mymensingh to Bara Ari, *vid* Netrakona with Shambhuganj-Gauripur branch.			36	27·27	If a ferry over Brahmaputra is substituted for a bridge, cost will be 20·93 lakhs. Mymensingh-Netrakona will be constructed by State.
		(iii) Singhjani to Nalitabari, *vid* Sherpore.			25	12·39	
		(iv) Bara Ari to Doleepur, *vid* Lengar Bazar.			50	46·43	
Darangiri Coal field railway	...	Shamgang to Darangiri Coal field.	Surveyed in 1909.	3′ 3⅜″	54	75·76	Shamgang is on the proposed Mymensingh Lengar Bazar line. Mymensingh-Shamgang section, 13 miles, cost 17·81 lakhs.
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj.	Surveyed. in 1898.	3′ 3⅜″	40	58·47	
Hajiganj-Shatnal branch railway	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3′ 3⅜″	24	32·81	
Kampur-Silghat Light railway.	A. B. ...	Kampur to Silghat, *vid* Nowgong.	Surveyed in 1908-1909.	3′ 3⅜″ / 2′ 6″	48	17·95 / 17·66	
Kurigram-Ulipur-Chilmari railway.	E. B. ...	Kurigram to Ulipur	Surveyed in 1910.	2′ 6″	12	...	
		and Ulipur to Chilmari.		2′ 6″ or 3′ 3⅜″	17	...	
Nachoul-Rampur Boalia-Gopalpur railway.	E. B.	Mile 85·8 of the Katihar-Godagari extension, near Nachoul, to Abdulpur.	Surveyed in 1907.	3′ 3⅜″	50	45·40	Certain portion is under realignment.
Nattore-Rampur Boalia-Godagari railway.	E. B. ...	Nattore to Godagari, *vid* Rampur Boalia.	Surveyed in 1910.	5′ 6″	44	...	Nattore to Rampur Boalia (24 miles) surveyed. Estimated cost 11·15 lakhs.
Nattore-Sirajganj railway	E. B. ...	Nattore to Sirajganj ...	Partly Surveyed in 1910.	5′ 6″	55	...	Alternative to "Sara-Sirajganj" project.
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3′ 3⅜″	13	4·42	
Rai-Titalia railway ...	E. B. ...	Raiganj to Titalia, *vid* Ranisankoil, Nekmurd, Labiri and Alwakhowa, with a branch from Nekmurd to Thakurgaon.	Not ...	3′ 3⅜″	...	...	New project.

*Also known as Hailakandi Light railway.

APPENDIX 8—*contd.*

Railways and tramways projected up to the 31st December 1911.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. For abbreviations used see "Index" to appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
EASTERN BENGAL AND ASSAM—*concld.*							
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910.	3′ 3⅜″	53	...	
Sara-Sirajganj-Jagannathganj railway.	E. B. ...	(i) Sara to Sirajganj ...		5′ 6″	49	62·09	Being resurveyed.
		(ii) Sirajganj to Brahmaputra right bank.		5′ 6″	3	3·70	
		(iii) Steam ferry across the Brahmaputra river.	Surveyed in 1903-1904.	...	...	9·30	
		(iv) Brahmaputra left bank to Jagannathganj, with Subarnakhali branch.		3′ 3⅜″	26	15·38	
Sylhet District tramways ...	A. B. ...	(i) Juri to Solgai, *vid* Silua and Pathini.	Surveyed	2′ 0″	22	6·41	
		(ii) Branch of (i) from Baitakhal Station to Dulamcherra.	Not ...	2′ 0″	10	4·82	Reconnoitred in 1910.
		(iii) Karimganj to Chandikhira, with a branch from Patharkandi-Bazar to Magura Cherra.	Not ...	2′ 6″	43	12·00	Arrangements being made for a survey of the line.
		(iv) Srimangal to Manumukh.	Not ...	2′ 6″	22	8·81	Arrangements being made for a survey for both the 2′ 6″ and 3′3⅜″ gauges.
		(v) Sutang to Madna ...	Not ...	2′ 6″	30	11·54	Detailed survey being made of the Madna-Habiganj-Shaistaganj Section (21 miles), with an extension (7 miles) southwards to tea garden on 2′ 0″ gauge.
HYDERABAD.							
Bellarpur-Warangal (or Kazipet) railway.	G. I. P. & N. G. S.	Bellarpur to Kazipet, *vid* Rajpur, Tandur and Pedapali, with branch to Warangal.	Resurveyed in 1910.	5′ 6″	156	168·66*	These projects supersede the earlier Eastern and Western routes between Bellarpur and Warangal.
		Bellarpur to Sironcha ...	Surveyed in 1904-1905.	2′ 6″	107	42·26	
Hyderabad-Kistna River-railway.	N. G. S....	Hyderabad to Kistna river	Surveyed in 1905.	3′ 3⅜″	148	123·68	Figures are approximate as results of survey not known. Part of North and South 3′ 3⅜″ gauge connection.
Khamgaon-Jalna railway ...	...	(See under Central Provinces.)	...	...	...	...	
Khandwa-Akola Hingoli railway.	...	(See under Central Provinces.)	...	...	...	...	
Wadi-Gadag railway ...	...	(See under Bombay)	...	...	...	...	
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab.)	...	...	...	...	
MADRAS.							
Ammayanayakkanur-Uttamapalaiyam railway.	S. I. ...	Ammayanayakkanur to Uttamapalaiyam.	Surveyed in 1906.	3′ 3⅜″	61	...	
Arsikere-Mangalore railway	...	(See under Mysore)	...	...	...	...	
Attur-Chinna Selam-Tirumandora railway.	S. I. ...	Attur to Chinna Selam ... or to Tirumandora ...	Not ...	3′ 3⅜″	20 30	...	New project. Survey sanctioned.
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5′ 6″	54	43·50	
Cuddalore-Vriddhachalam railway.	S. I. ...	Cuddalore to Vriddhachalam	Surveyed in 1905.	3′ 3⅜″	34	...	
Dhamtari-Bastar-Salur railway.	...	(See under Central Provinces).	...	...	...	...	
Dharmapuri-Bangalore railway.	S. I. ...	Dharmapuri to Bangalore, *vid* Palakodu, with Palakodu-Krishnagiri branch.	Surveyed in 1906.	2′ 6″	107	37·53	Dharmapuri-Palakodu-Hosur section (60 miles, cost 22·51 lakhs) under construction.
Dharmapuri-Karur railway	S. I. ...	Dharmapuri to Karur, *vid* Lokar and Salem.	Not ...	3′ 3⅜″	86	...	New project.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, *vid* Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3′ 3⅜″	111	78·99	
Ganjam District Light railways.	B. N. ...	Berhampore to Russelkonda	Surveyed in 1899.	2′ 6″	49	14·91	Other lines comprised in the scheme are superseded or abandoned.
Guntur-Repalli branch railway.	M. & S. M.	Guntur to Repalli ...	Surveyed in 1902	3′ 3⅜″	38	17·34	

* Excluding rolling-stock.

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Railways and tramways projected up to the 31st December 1911.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to appendix 9).	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—*concld.*							
Kalikiri-Rayachoti branch railway.	M. & S. M.	Kalikiri (or Piler) to Rayachoti.	Surveyed in 1899-1900.	3′ 3⅜″	34	10·76	
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3′ 3⅜″	18	...	Alternative to Devakota-Arantangi branch of the Trichinopoly Ramnad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2′ 6″	51	15·96	
Kumbakonam-Mannargudi railway.	S. I. ...	Kumbakonam to Mannargudi.	Surveyed in 1905.	3′ 3⅜″	22	18·61	See remarks on "Nidamangalam-Vedaraniem railway," which comprises Nidamangalam-Mannargudi section of this railway.
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2′ 6″	145	81·00	
Nandyal-Atmakur railway...	M. & S. M.	Nandyal to Atmakur, *vid* Velgode.	Surveyed in 1909.	3′ 3⅜″	30	14·87	Surveyed on behalf of the District Board of Kurnool.
Nanjangud-Erode railway ...	...	(See under Mysore). ...	...	...	...	...	
Nidamangalam-Vedaraniem railway.	S. I. ...	(i) Nidamangalam to Mannargudi.	Surveyed in 1905.	3′ 3⅜″	8	5·83	Construction of (i) and (iii) on behalf of the District Board of Tanjore under consideration. Comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line.
		(ii) Mannargudi to Tiruturaipundi.	Not	...	...	...	
		(iii) Tiruturaipundi to Vedaraniem.	Surveyed in 1905-1906.	3′ 3⅜″	20	10·88	
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-1904.	3′ 3⅜″ 3′ 3⅜″	84 17	84·33 25·03	
Parlakimedi-Gunupur railway.	B. N. ...	Parlakimedi to Gunupur .	Surveyed in 1910-1911.	2′ 6″ 3′ 3⅜″	32 50	8·29 12·60	Surveyed at the instance of the Parlakimedi State.
Phirangipuram-Gurzala branch railway.	M. & S. M.	Phirangipuram to Gurzala	Surveyed in 1901.				
Podanur-Pollachi railway ...	S. I. ...	Podanur to Pollachi ...	Surveyed in 1908-1909.	3′ 3⅜″	26	21·78	Surveyed on behalf of District Board of Coimbatore. Cost as a low grade line 10·56 lakhs.
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3′ 3⅜″	66	27·89	
Rajahmundry-Sironcha railway.	...	(See under Central Provinces).	...	...	...	...	
Salem-Attur branch railway	S. I. ...	Salem to Attur ...	Surveyed in 1910.	3′ 3⅜″ 5′6″	33 36	... 17·59	
Singarayakonda-Kanigiri railway.	M. & S M.	Singarayakonda to Kanigiri	Surveyed in 1908.	2′ 6″	41	13·83	
Tinnevelly-Tiruchendur railway.	S. I. ...	Tinnevelly to Tiruchendur	Surveyed in 1903-1904.	3′ 3⅜″	38	20·52	Proposed by the District Board of Tinnevelly.
Trichinopoly-Panruti railway	S. I. ...	Trichinopoly to Panruti *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Pariore and Adiyur.	Surveyed in 1907.	3′ 3⅜″	95	107·20	
Trichinopoly-Ramnad railway	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3′ 3⅜″	108 26	54·23 17·34	Alternative to Trichinopoly-Thondi railway.
Trichinopoly-Thondi railway	S. I. ...	Trichinopoly to Thondi ...	Not ...	3′ 3⅜″	86	37·50	
Ulundurpettai-Chinna Selam railway.	S. I. ...	Ulundurpettai to Chinna Selam.	Surveyed in 1909.	3′ 3⅜″	32	13·52	New project.
Vaigai Valley railway ...	S. I. ...	Ammayanayakkannur to Kotagudi, with extensions.—			55		Ammayanayakkannur-Uttamapalaiyam line proposed by District Board at Madura covers a large portion of this project.
		(i) Periyakulam to Krishnama Naik's tope.	Not ...	2′ 6″	5	22·88	
		(ii) Near Theni (mile 39) to Uttamapalaiyam.			18		
Virudupati-Tenkasi railway	S. I. ...	Virudupati to Tenkasi, *vid* Sivakasi.	Under survey.	3′ 3⅜″	78	...	New project.
Vizianagram-Bimlipatam railway.	B. N. ...	Vizianagram to Bimlipatam	Not ...	5′ 6″	15	9·39	
Yerragudipad-Jammalamadugu railway.	M. & S. M.	Yerragudipad to Jammalamadugu.	Surveyed in 1900.	2′ 6″ 5′ 6″	24	10·45 12·47	Will be merged in the Yerragudipad-Nandyal project.
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal...	Surveyed in 1908-1909.	3′ 3⅜″	71	40·85	

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1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MYSORE.							
Arsikere-Mangalore railway	M. & S. M.	Arsikere to Mangalore, *vid* Hassan.	Surveyed in 1899-1900.	2′ 6″	136	85·44	Sub-grade for 3′ 3⅜″ gauge from Arsikere to Hassan (29 miles) is included in the estimate.
Bowringpet-Kolar railway...	M. & S. M.	Bowringpet to Kolar ...	Under survey.	2′ 6″	10	...	New project.
Dharmapuri-Bangalore railway.	...	(See under Madras.)	...	...	...	...	
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3′ 3⅜″	72	...	
Mysore-Hassan railway ...	M. & S. M.	Mysore to Hassan ...	Surveyed in 1909-1910.	3′ 3⅜″	74	53·75	
Mysore-Tellicherry railway	...	(See under Madras.)	...	...	...	...	
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode ...	Surveyed in 1908-1910.	3′ 3⅜″	121	123·03	33·7 miles in Mysore. The Durbar do not propose to construct this section till the British section is put in hand. The line including a branch from Sattayamangalam to Mettupalaiyam (29 miles) is being re-surveyed.
NORTH-WEST FRONTIER PROVINCE.							
Mardan-Charsadda railway	N. W. ...	Mardan to Charsadda ...	Surveyed in 1910.	2′ 6″	17	9·06	
Mardan-Swabi railway ...	N. W. ...	Mardan to Swabi ...	Surveyed in 1910.	2′ 6″	31	21·52	
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab) ...	...	...	...	...	
Trans-Indus railway ...	N. W. ...	(i) Kohat to Bannu ...	Surveyed in 1909.	2′ 6″	140	90·05	A line from Laki to Tank, *vid* Pezu as alternative to (*ii*) is preferred and survey of Pezu-Tank portion sanctioned.
		(ii) Laki to Dera Ismail Khan.					
PUNJAB.							
Bhagtanwali-Sargodha railway.	N. W. ...	Bhagtanwali to Sargodha	Not ...	5′ 6″	16	...	To connect with the proposed Sangla-Chiniot-Khushab railway.
Dhak branch railway ...	N. W. ...	Dhak to Tajuwala ...	Surveyed in 1906-1907.	5′ 6″	11	4·97*	To serve coal mines.
Jhang-Sangla railway ...	N. W. ...	Jhang to Chiniot ...	Surveyed in 1906.	5′ 6″	50·63	32·94*	Estimates revised in 1911.
		and Chiniot to Sangla ...			23·78	18·39*	Sangla to Chiniot section considered the more important section. Extension to Khushab, *vid* Sargodha and Shahpur, also recommended by Punjab Government.
Karnal-Kaithal - Nabha branch railway.	E. I. ...	Karnal to Nabha, *vid* Kaithal	Not ...	5′ 6″	70	56·00	
Mandra-Bhon railway ...	N. W. ...	Mandra to Bhon, *vid* Chakwal.	Surveyed in 1907-1908.	5′ 6″	47	33·05	
Pathankot-Nurpur railway...	N. W. ...	Pathankot to Nurpur ...	Not ...	5′ 6″	16	...	New project. Survey sanctioned since the close of the year.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5′ 6″	54	34·00	
				3′ 3⅜″		24·83	
Phagwara-Nawashar railway	N. W. ...	Phagwara to Nawashar with branches to Garshanker and Rahon.	Surveyed in 1909.	5′ 6″	33	25·59	Will be constructed by State.
				2′ 6″		22·27	
Phillour-Garshanker railway	N. W. ...	Phillour to Garshankar, *vid* Nawashar.	Under survey.	5′ 6″	28	...	Alternative to Phagwara-Nawashar railway.

*Excluding rolling-stock.

APPENDIX 8—*concld.*

Railways and tramways projected up to the 31st December 1911.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system. (For abbreviations used see "Index" to appendix 9.)	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
PUNJAB—*concld.*							
Sarai Kala-Abbottabad-Srinagar railway.	N. W. ...	Saraikala to Srinagar, *viâ* Abbottabad. (Comprises the following sections).	...	...	...	...	Portions within British and Kashmir territories to be constructed and owned by the Government of India and Durbar, respectively.
		(i) Saraikala to Abbottabad.	Resurveyed in 1907-1909	5′ 6″	51	87·76	Sarai Kala-Havelian portion of the line sanctioned for construction on the 5′ 6″ gauge.
		(ii) Abbottabad to Garhi Habibulla.	Resurveyed in 1907-1909	5′ 6″	28	77·39	
		(iii) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	5′ 6″	4	10·41	
		(iv) Kashmir frontier to Domel.	Surveyed in 1892-1893.	5′ 6″	5	27·24	
		(v) Kashmir frontier to Srinagar.	Surveyed in 1892-1893.	3′ 3⅜″	109	157·89	
Sialkot-Amritsar railway ...	N. W. ...	Sialkot to Amritsar ...	Surveyed in 1910.	5′ 6″	78	111·76	
				2′ 6″	80	89·28	
		or to Batala		5′ 6″	68	101·02	
				2′ 6″	66	78·50	
RAJPUTANA.							
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar ... or			213	136·67	The section Baran to Kotah (41 miles) has been constructed on 5′ 6″ gauge and is open to traffic.
		Baran to Nasirabad ... with Jehazpur to Paondero Branch.	Surveyed in 1898-1899.	3′ 3⅜″	153	96·12	
					71	31·63	
Bari-Tantpur railway ...	D. B. ...	Bari to Tantpur ...	Surveyed in 1911.	2′ 6″	16	4·63	New project. Proposed by Dholpur Durbar.
Dholpur-Rajakhera Extension railway.	B. B. & C. I.	Dholpur to Rajakhera ...	Surveyed in 1910-1911.	2′ 6″	23	...	Proposed by Dholpur Durbar.
Karauli branch railway ...	B. B. & C. I.	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3′ 3⅜″	15	4·73	
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar.	Not ...	3′ 3⅜″	...	...	
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3′ 3⅜″	31	8·69	
UNITED PROVINCES.							
Auriya-Phaphund railway ...	E. I ...	Auriya to Phaphund ...	Surveyed in 1907.	5′ 6″	13	8·88	
Dehra-Rajpur railway ...	O. & R. ...	Dehra to Rajpur	Not ...	5′ 6″	8	...	New project. Survey sanctioned.
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives.	Surveyed in 1900-1901.		72	98·46	
		(i) Fatehpur to Karwi ...		5′ 6″	52	72·59	
		(ii) Khaga to Manikpur ...			57	85·98	
Hardoi-Sandi branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902	5′ 6″	14	3·62	
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or	Surveyed in 1906-07.	5′ 6″	19	7·76	Government of United Provinces favour the route, *viâ* Pahari.
		viâ Pahari			21	8·42	
Kasganj-Rajghat (or Atrauli) railway.	O. & R. ...	Kasganj to Rajghat or Atrauli.	Surveyed in 1910-1911.	5′ 6″	54	...	Alternative to Budaon-Babrala section of the Tilhar-Hapur project.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur, *viâ* Jalaon, with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5′ 6″	36	13·44	Certain amount of earthwork done in 1906 as famine relief work.
					16	5·92	
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5′ 6″	140	155·00	
Rosa-Budaon railway ...	O. & R. ...	Rosa to Budaon ...	Surveyed in 1910-1911.	5′ 6″	56	...	Alternative to the Tilhar-Budaon portion of the Tilhar-Hapur railway.
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur *viâ* Budaon with a branch from	Surveyed in 1909.	5′ 6″	147	180·21	
		Jehangirabad to Bulandshahr.	Surveyed in 1909.	5′ 6″	16		
Unao-Madhoganj railway ...	O. & R. ...	Unao to Madhoganj ...	Surveyed in 1910-1911.	5′ 6″	47	...	

APPENDIX 9.

History of railways constructed and in progress.

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Railway.	Abbreviations of names of railways.	Number. Main head.	Number. Sub-head.	Gauge.	Working agency.	Page.
1	2	3	4	5	6	7
A						
Agra-Delhi Chord	A.D.C.	5	(*b*)	5′6″	G. I. P. Ry. Co.	155
Ahmedabad-Dholka	A.D.	2	(*h*)	3′3⅜″	B. B. and C. I. Ry. Co.	114
Ahmedabad-Parantij	A.P.	2	(*i*)	3′3⅜″	B. B. and C. I. Ry. Co.	115
Ambaji-Taranga Light	A.T.	24	(*a*)	2′6″	...	267
Amritsar-Patti	A.P.T.	8	(*b*)	5′6″	N. W. Ry.	193
Arrah-Sasaram Light	A.S.	25	(*a*)	2′6″	A. S. Light Ry. Co.	267
Assam-Bengal	A.B.	11	(*a*)	3′3⅜″	A. B. Ry. Co.	225
B						
Bangalore-Chickballapur Light	B.C.	26	(*a*)	2′6″	...	268
Baran-Kotah	B.K.	5	(*c*)	5′6″	G. I. P. Ry. Co.	156
Barasat-Basirhat Light	B.B.L.	27	(*a*)	2′6″	B. B. L. Ry. Co.	269
Barsi Light	B.L.	28	(*a*)	2′6″	B. L. Ry. Co.	271
Bengal and North-Western	B.&N.W.	12	(*a*)	3′3⅜″	B. & N. W. Ry. Co.	227
Bengal Dooars	B.D.	13	(*a*)	3′3⅜″	B. D. Ry. Co.	234
Bengal Dooars Extensions	B.D.E.	13	(*b*)	3′3⅜″	B. D. Ry. Co.	236
Bengal-Nagpur	B.N.	1	(*a*)	5′6″	B. N. Ry. Co.	94
Bezwada Extension	B.E.	7	(*b*)	5′6″	N. G. S. Ry. Co.	186
Bezwada-Masulipatam	B.M.	6	(*d*)	3′3⅜″	M. & S. M. Ry. Co.	171
Bhavnagar	B.N.G.	14	(*a*)	3′3⅜″	Bhavnagar Durbar	237
Bhopal-Itarsi (British section)	B.I.	5	(*d*)	5′6″	G. I. P. Ry. Co.	157
Bhopal-Itarsi (Native State section).						
Bhopal-Ujjain	B.U.	5	(*e*)	5′6″		158
Billimora-Kalamba	B.K.B.	2	(*q*)	2′6″	...	128
Bina-Goona-Baran	B.G.B.	5	(*f*)	5′6″	G. I. P. Ry. Co.	160
Birur-Shimoga	B.S.G.	6	(*e*)	3′3⅜″	M. & S. M. Ry. Co.	172
Bombay, Baroda and Central India.	B.B.& C.I.	2	(*a*)	5′6″	B. B. & C. I. Ry. Co.	103
Broach-Jambusar Branch	B.J.	2	(*r*)	2′6″	B. B. & C. I. Ry. Co.	128
Bukhtiarpore-Bihar Light	B.B.	29	(*a*)	2′6″	B. B. Light Ry. Co.	273
Burma	B.	15	(*a*)	3′3⅜″	B. Rys. Co.	239
Burma Extensions	B.R.E.	15	(*b*)	3′3⅜″	B. Rys. Co.	242
C						
Calcutta Port Commissioners'	...	...	...	5′6″	Calcutta Port Commissioners	129
Cawnpore-Burhwal link	C.B.M.	9	(*c*)	3′3⅜″	B. & N. W. Ry. Co	210
Champaner-Shivrajpur Light	C.S.	30	(*a*)	2′6″	Shivrajpur Syndicate of Bombay.	275
Cooch Behar	C.B.	3	(*c*)	3′3⅜″	E. B. Ry.	135
Cutch	C.	31	(*a*)	2′6″	Cutch Durbar	276
D						
Darjeeling-Himalayan	D.H.	42	(*a*)	2′0″	D. H. Ry. Co.	286
Dehri-Rohtas Light	D.R.	32	(*a*)	2′6″	D. R. Light Ry. Co.	277
Delhi-Umballa-Kalka	D.U.K.	4	(*b*)	5′6″	E. I. Ry. Co.	145
Dholpur-Bari	D.B.	33	(*a*)	2′6″	Dholpur Durbar	278
Dhone-Kurnool	D.K.	6	(*f*)	3′3⅜″	M. & S. M. Ry. Co.	174
Dhrangadra	D.H.R.	14	(*b*)	3′3⅜″	Bhavanagar Durbar	238
Dibru-Sadiya	D.S.	16	(*a*)	3′3⅜″	Assam Rys. & Tradg. Co.	244
Dwara-Therria Light	D.T.	34	(*a*)	2′6″	...	278

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Railway.	Abbreviations of names of railways.	Number. Main head.	Number. Sub-head.	Gauge.	Working agency.	Page.
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E						
Eastern Bengal	E.B.	3	(*a*)	5′6″	E. B. Ry.	130
Eastern Bengal	E.B.M.	3	(*b*)	3′3⅜″	E. B. Ry.	133
Eastern Bengal	E.B.M.	3	(*b*)	2′6″	E. B. Ry.	135
East Indian	E.I.	4	(*a*)	5′6″	E. I. Ry. Co.	139
G						
Gaekwar's Dabhoi	G.D.	2	(*o*)	2′6″	B. B. & C. I. Ry. Co.	125
Gaekwar's Mehsana	G.M.	2	(*j*)	3′3⅜″	B. B. & C. I. Ry. Co.	118
Godhra-Ratlam-Nagda	G.R.N.	2	(*b*)	5′6″	B. B. & C. I. Ry. Co.	106
Gondal-Porbandar	G.P.	17	(*a*)	3′3⅜″	Gondal and Porbandar Durbars.	247
Gondia-Chanda Extension	G.C.	1	(*b*)	2′6″	B. N. Ry. Co.	98
Great Indian Peninsula	G.I.P.	5	(*a*)	5′6″	G. I. P. Ry. Co.	150
Gwalior Light	G.L.	5	(*g*)	2′0″	G. I. P. Ry. Co.	162
H						
Hardwar-Dehra	H. D.	9	(*b*)	5′ 6″	O. & R. Ry.	209
Hindupur (Yesvantpur-Mysore Frontier).	H.	6	(*g*)	3′ 3⅜″	M. & S. M. Ry. Co.	175
Hingoli Branch	H. B.	7	(*d*)	3′ 3⅜″	N. G. S. Ry. Co.	189
Howrah-Amta Light	H. A.	43	(*a*)	2′ 0″	H. A. Light Ry. Co.	288
Howrah-Sheakhala Light	H. S.	44	(*a*)	2′ 0″	H. S. Light Ry. Co.	290
Hyderabad-Godavari Valley	H. G. V.	7	(*c*)	3′ 3⅜″	N. G. S. Ry. Co.	188
J						
Jagadhri Light	J. L.	45	(*a*)	2′ 0″	J. L. Ry. Co.	291
Jaipur	J. S. M.	2	(*k*)	3′ 3⅜″	B. B. & C. I. Ry. Co.	120
Jammu and Kashmir (Native State section).	J. K.	8	(*c*)	5′ 6″	N. W. Ry.	195
Jamnagar	J. N.	18	(*a*)	3′ 3⅜″	Jamnagar Durbar	249
Jessore-Jhenidah Light	J. J.	35	(*a*)	2′ 6″	...	279
Jetalsar-Rajkot	J. R.	17	(*b*)	3′ 3⅜″	Gondal and Porbandar Durbars.	247
Jodhpur-Bikaner (Jodhpur section).	J. B.	19	(*a*)	3′ 3⅜″	J. B. Ry.	250
„ „ (Bikaner section).	J. B. B.	19	(*b*)	3′ 3⅜″	J. B. Ry.	251
Jodhpur-Hyderabad (British section).	J. H.	19	(*c*)	3′ 3⅜″	J. B. Ry.	252
Jorhat (Provincial)	J.	46	(*a*)	2′ 0″	Provincial Govt.	292
Jubbulpore-Gondia Extension	J. G. E.	1	(*c*)	2′ 6″	B. N. Ry. Co.	98
Jullundur Doab	J. D.	8	(*m*)	5′ 6″	...	205
Junagad	J. N. D.	20	(*a*)	3′ 3⅜″	Junagad Durbar	256
K						
Kalka-Simla	K. S.	8	(*j*)	2′ 6″	N. W. Ry.	203
Khanpur-Chachran	K. C.	8	(*d*)	5′ 6″	N. W. Ry.	196
Kohat-Thal	K. T.	8	(*k*)	2′ 6″	N. W. Ry.	204
Kolar Gold-fields	K. G.	6	(*b*)	5′ 6″	M. & S. M. Ry. Co.	168
Kolhapur	K. L.	6	(*h*)	3′ 3⅜″	M. & S. M. Ry. Co.	176
Kosamba-Zankavav	K. Z.	2	(*s*)	2′ 6″	...	128

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Railway.	Abbreviations of names of railways.	Number. Main head.	Number. Sub-head.	Gauge.	Working agency.	Page.
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L						
Ledo and Tikak-Margherita Colliery.	L. T.	16	(*b*)	3′ 3⅜″	Assam Rys. & Tradg. Co.	245
Lucknow-Bareilly	L. B.	22	(*b*)	3′ 3⅜″	R. & K. Ry. Co.	263
Ludhiana-Dhuri-Jakhal	L. D. J.	8	(*e*)	5′ 6″	N. W. Ry.	197
M						
Madaya Light	M.	36	(*a*)	2′ 6″	M. Tramway Co.	279
Madras and Southern Mahratta	M. & S. M.	6	(*a*)	5′ 6″	M. & S. M. Ry. Co.	165
Madras and Southern Mahratta	M. & S. M.M.	6	(*c*)	3′ 3⅜″	M. & S. M. Ry. Co.	169
Matheran Light	M. T. H.	5	(*h*)	2′ 0″	G. I. P. Ry. Co.	163
Maungdaw-Buthidaung	M. W. B.	37	(*a*)	2′ 6″	...	279
Mirpur Khas-Jhudo	M. K.	19	(*d*)	3′ 3⅜″	J. B. Ry.	254
Mirpur Khas-Khadro	M. K. K.	19	(*e*)	3′ 3⅜″	J. B. Ry.	255
Morappur-Dharmapuri	M. D.	10	(*j*)	2′ 6″	S. I. Ry. Co.	223
Mourbhanj	M. B.	1	(*d*)	2′ 6″	B. N. Ry. Co.	99
Morvi	M. R. W.	21	(*a*)	3′ 3⅜″ / 2′ 6″	Morvi Durbar	257
Murtajapur-Ellichpur	M. E.	5	(*i*)	2′ 6″	...	164
Mymensingh-Jamalpur-Jagannathganj	M. J. J.	3	(*d*)	3′ 3⅜″	E. B. Ry.	137
Mysore-Nanjangud	M. N.	6	(*i*)	3′ 3⅜″	M. & S. M. Ry. Co.	177
Mysore section (Madras and Southern Mahratta)	M. S.	6	(*i*)	3′ 3⅜″	M. & S. M. Ry. Co.	177
N						
Nadiad-Kapadvanj	N. K.	38	(*a*)	2′ 6″	...	279
Nagda-Muttra	N. M.	2	(*c*)	5′ 6″	B. B. & C. I. Ry. Co.	107
Nagda-Ujjain	N. U.	2	(*d*)	5′ 6″	B. B. & C. I. Ry. Co.	108
Nagpur-Chhindwara Extension	N. C.	1	(*e*)	2′ 6″	B. N. Ry. Co.	100
Nilgiri	N.	10	(*c*)	3′ 3⅜″	S. I. Ry. Co.	215
Nizam's Guaranteed State	N. G. S.	7	(*a*)	5′ 6″	N. G. S. Ry. Co.	184
North Western	N. W.	8	(*a*)	5′ 6″	N. W. Ry.	190
Nowshera-Durgai	N. D.	8	(*l*)	2′ 6″	N. W. Ry.	204
O						
Oudh and Rohilkhand	O. & R.	9	(*a*)	5′ 6″	O. & R. Ry.	206
P						
Palanpur-Deesa	P. D.	2	(*l*)	3′ 3⅜″	B. B. & C. I. Ry. Co.	121
Parlakimedi Light	P. L. L.	1	(*f*)	2′ 6″	B. N. Ry. Co.	100
Peralam-Karaikkal	P. K.	10	(*d*)	3′ 3⅜″	S. I. Ry. Co.	216
Petlad-Cambay (Anand-Tarapur section).	P. C. A.	2	(*e*)	5′ 6″	B. B. & C. I. Ry. Co.	109
Petlad-Cambay (Tarapur-Cambay section).	P. C. T.	2	(*f*)	5′ 6″	B. B. & C. I. Ry. Co.	110
Petlad-Vaso	P. V.	2	(*l*)	2′ 6″	...	128
Pipar Road-Bhavi Light	P. B.	47	(*a*)	2′ 0″	Jodhpur Durbar	293
Pondicherry	P.	10	(*e*)	3′ 3⅜″	S. I. Ry. Co.	217
Powayan Light	P. W. L.	22	(*c*)	2′ 6″	R. & K. Ry. Co.	264
Purulia-Ranchi Branch	P. R.	1	(*g*)	2′ 6″	B. N. Ry. Co.	101

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R						
Raipur-Dhamtari Branch	R. D.	1	(*h*)	2′ 6″	B. N. Ry. Co.	102
Rajpipla	R.	2	(*p*)	2′ 6″	B. B. & C. I. Ry. Co.	127
Rajpura-Bhatinda	R. B.	8	(*f*)	5′ 6″	N. W. Ry.	198
Rajputana-Malwa	R. M.	2	(*m*)	3′ 3⅜″	B. B. & C. I. Ry. Co.	123
Rohilkund and Kumaon	R. & K.	22	(*a*)	3′ 3⅜″	R. & K. Ry. Co.	258
S						
Sangli	S.	6	(*k*)	3′ 3⅜″	M. & S. M. Ry. Co.	179
Shahdara (Delhi)-Saharanpur Light.	S. S.	39	(*a*)	2′ 6″	S. S. Light Ry. Co.	280
Shoranur-Cochin	S. C.	10	(*f*)	3′ 3⅜″	S. I. Ry. Co.	219
South Behar	S. B.	4	(*c*)	5′ 6″	E. I. Ry. Co	146
South Indian	S. I.	10	(*a*)	5′ 6″	S. I. Ry. Co.	211
South Indian	S. I. M.	10	(*b*)	3′ 3⅜″	S. I. Ry. Co.	212
Southern Punjab	S. P.	8	(*g*)	5′ 6″	N. W. Ry.	199
Southern Punjab "Ludhiana" Extension.	S. P. E.	8	(*h*)	5′ 6″	N. W. Ry.	201
Southern Shan States	S. S. S.	15	(*c*)	3′ 3⅜″	...	243
Sutlej Valley	S. V.	8	(*i*)	5′ 6″	N. W. Ry.	202
T						
Tanjore District Board	T. D. B.	10	(*g*)	3′ 3⅜″	S. I. Ry. Co.	220
Tapti Valley	T. V.	2	(*g*)	5′ 6″	B. B. & C. I. Ry. Co.	112
Tarkessur-Magra Light	B. P.	40	(*a*)	2′ 6″	B. P. Ry. Co.	282
Tarkessur	T.	4	(*d*)	5′ 6″	E. I. Ry. Co.	148
Tezpore-Balipara Light	T. B.	41	(*a*)	2′ 6″	T. B. Light Ry. Co.	284
Tinnevelly-Quilon (Travancore) (British section).	T. Q. B.	10	(*k*)	3′ 3⅜″	S. I. Ry. Co.	221
Tinnevelly-Quilon (Travancore) (Native State section).	T. Q. N.	10	(*i*)	3′ 3⅜″	S. I. Ry. Co.	223
Tirhoot	T. S.	12	(*b*)	3′ 3⅜″	B. & N. W. Ry. Co.	232
Tirupattur-Krishnagiri	T. K.	10	(*k*)	2′ 6″	S. I. Ry. Co.	224
Trans Indus (Kalabagh-Bannu)	K. B.	8	(*n*)	2′ 6″	N. W. Ry.	205
U						
Udaipur-Chitorgarh	U. C.	23	(*a*)	3′ 3⅜″	Udaipur Durbar	266
V						
Vijapur-Kalol-Kadi	V. K. K.	2	(*n*)	3′ 3⅜″	B. B. & C. I Ry. Co.	124
W						
West of India Portuguese	W. I. P.	6	(*l*)	3′ 3⅜″	M. & S. M. Ry. Co.	180

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

GENERAL.

From the year 1906-07 Interest on Debt in India has been calculated at the actual average rate for the year of interest on the mean non-specific debt of India, instead of at the fixed rates of 4 and $3\frac{3}{4}$ per cent previously employed. The actual rates from 1906-07 to 1910-11 were 3·437, 3·412, 3·358, 3·384 and 3·377 per cent, respectively.

One effect of the change is that, in some cases, while the capital outlay on a railway at the end of 1907 was ahead of that at the end of 1906, the interest charge in connection therewith was less.

Number $\frac{\text{Main head 1}}{\text{Sub-heads (}a\text{) to (}h\text{)}}$. BENGAL-NAGPUR RAILWAY SYSTEM—

Chairman—Sir Samuel Hoare, Bart.
Managing Director—J. Manson, Esq.
Offices—132, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal-Nagpur railway (5′ 6″ gauge)	1,530·16	282·99	1,813·15
(*a*) East Coast railway, Northern section (5′ 6″ gauge)*	321·55	...	321·55
(*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)	181·26	38·13	219·39
(*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	275·39	37·67	313·06
(*d*) Mourbhanj railway (2′ 6″ gauge)	32·41	...	32·41
(*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)	50·94	46·15	97·09
(*f*) Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)	72·68	42·83	115·51
(*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)	56·94	...	56·94
Total	2,545·95	447·77	2,993·72

Running powers—

Home line over Foreign lines :—

At Katni, East Indian railway } At Asansol and Katrasgarh, East Indian railway } for passenger and goods trains	0·30 / 1·16
At Howrah, East Indian railway, for passenger trains only	1·00
At Nagpur, Great Indian Peninsula railway } Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern Mahratta railway (5′ 6″ gauge) } for passenger and goods trains.	0·65 / 4·97
Total	8·08

Foreign line over Home line :—

Great Indian Peninsula railway at Katni, for passenger trains only	1·60

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Bengal-Nagpur proper—					
Main line—					
Asansol to Damoodur	12-6-89	4·62			
Damoodur to Purulia	14-12-89	44·56			
Purulia to Chakardharpore	22-1-90	72·23			
Chakardharpore to Goilkera	15-5-90	20·90			
Goilkera to Jharsuguda	1-2-91	104·92			
Jharsuguda to Raigarh	20-4-90	44·42			
Raigarh to Bilaspur	10-2-90	82·40			
Bilaspur to Raipur	10-1-89	68·52			
Raipur to Raj-Nandgaon	4-12-88	42·04			
Raj-Nandgaon to Nagpur	1880, '81 & '82†	144·94			
			629·55		† These are the dates of opening of the original 3′ 3⅜″ gauge line, which was converted to the 5′ 6″ gauge and reopened on the 27th November 1888.
Branches—					
Sanctoria coal branch—					
Damoodur to the Sanctoria collieries	12-6-89	7·40			
			7·40		
Chaurashi branch—					
Ramkanali to Nodiha Colliery siding (siding No. 7)	1-2-03	8·52			
			8·52		
Sambalpur branch—					
Jharsuguda to Sambalpur	1-2-93	29·90			
			29·90		
Katni branch—					
Bilaspur to Birsinghpur	1-2-91	142·32			
Birsinghpur to Umaria	11-5-90	18·46			
Umaria to Katni	2-11-86	35·88			
Katni to Marwara Junction	1-1-01	0·65			
			197·31		
Kanhan to Dattapahar	26-9-07	17·39			
			17·39		
				890·07	
Carried over	...	...	...	890·07	

* Transferred for working as an integral part of the Bengal-Nagpur railway from the 1st January 1901.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (a) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward . .	...	...	...	890·07	
Calcutta extension—					
Sini to Khargpur	1-6-98	100·02			
Khargpur to Khal Bridge	17-12-98	36·57			
Khal Bridge to Rajapur Khal	24-5-00	18·80			
Rajapur Khal to Howrah	14-12-00	15·31			
Fort Gloster branch 1·56, Lawrence Mill 0·83 and East Roop Narain Bank 0·81 and Kidderpore Port line 0·60	14-12-00	3·80	174·50		
Shalimar branch—					
Santragachi to Shalimar	15-3-01	3·15	3·15		
Cuttack extension—					
Khargpur to Balasore	17-12-98	71·89			
Balasore to Cuttack	10-1-99	110·40	182·29		
Jharia extension—					
Khargpur to Cossye river	20-12-99	6·40			
Right bank of the Cossye river to Midnapore . .	8-6-01	1·55			
Midnapore to Bhojudih	1-2-03	114·95			
Bhojudih to Gomoh	1-1-07	26·15	149·05		
BRANCHES AND EXTENSIONS ON THE JHARIA COAL-FIELDS.					
Bhojudih-Bhaga-Mohuda loop—					
Bhojudih to Bhaga	20-4-03	6·96			
Bhaga to Malkera	1-9-03	8·79			
Malkera to Mohuda	15-6-04	3·37	19·12		
Bhowra branch—	14-5-03	3·08	3·08		
Bhojudih-Pathardihi link	1-2-06	0·86	0·86		
Katras connections—					
Malkera to Katras	24-8-03	0·58			
Khanoodih to Katras	1-1-07	1·89	2·47		
Murulidih branch—					
Mohuda to Murulidih collieries	1-1-07	2·65	2·65		
Jamadoba loop—	16-9-03	5·42	5·42		
Kendua branch—	10-10-99	*2·60	2·60		*Opened for goods traffic only.
Aldih branch—	1-2-06	2·54	2·54		
Vizianagram-Parvatipuram section—					
Vizianagram to Bobbili	24-12-08	33·18			
Bobbili to Parvatipuram	8-3-09	15·20	48·38	640·09	
Kalimati Gorumahisani extension—					
Kalimati to Onlajori	1-2-11	34·12			
Onlajori to Gorumahisani	6-4-11	5·98	40·10		
KALAMNA-ITWARI-NAGPUR SECTION—					
Kalamna *viâ* Itwari to Nagpur	15-3-11	3·88	3·88		
TOTAL OPEN LINE, BENGAL-NAGPUR PROPER .	...	...	...	1,530·16	
EAST COAST RAILWAY, NORTHERN SECTION—					
Main line—					
Cuttack to Bhubaneswar	1-2-97	17·13			
Bhubaneswar to Khurda Road	20-7-96	11·75			
Khurda Road to Rambha	1-3-96	61·60			
Rambha to Berhampore-Ganjam	1-9-95	29·54			
Berhampore-Ganjam to Palasa	1-4-95	45·99			
Palasa to Parlakimedi Road (Naupada)	17-12-94	15·97			
Parlakimedi Road (Naupada) to Vizianagram . .	20-7-94	72·36			
Vizianagram to Waltair	15-7-93	37·78			
Naupada salt branch	...	2·37	294·49		
Puri branch—					
Khurda Road to Puri	1-2-97	25·34			
Temporary Puri station to new Puri station. . .	1-6-98	1·72	27·06		
TOTAL EAST COAST RAILWAY, NORTHERN SECTION . .	...	...	...	321·55	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAILWAY, 5′ 6″ GAUGE.	...	...	...	1,851·71	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Raipur to Parvatipuram (sanctioned on 26th January 1906)	...	260·67			
BOKHARO-RAMGARH EXTENSION—					
Mohuda to Jamuni (sanctioned on 9th February 1911) .	...	12·02			
BOBBILI-SALURU BRANCH—					
Bobbili to Saluru (sanctioned on 17th March 1911) .	...	10·30	282·99	282·99	
GRAND TOTAL, BENGAL-NAGPUR, 5′ 6″ GAUGE.	...	...	...	2,134·70	
DOUBLE LINE—					
BENGAL-NAGPUR PROPER—					
Howrah to Santragachi	12-12-00	3·42			
Santragachi to Bauria	17-6-02	10·80			
Bauria to Khargpur	15-3-07	55·86			
Shalimar branch	...	3·15			
TOTAL DOUBLE LINE .	...	...	73·23		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Adra district (between Khargpur and Garbetta) where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri, 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction and between Vizianagram and Parvatipuram, 1 in 125.

Contracts—

Dated the 9th March 1887 (called the original contract), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to taking over certain State railways and the construction of other lines, and their management, maintenance and working.

Dated the 31st December 1891 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction and working of the Sambalpur Branch railway.

Dated the 27th June 1901 (called the Debenture contract, supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the issue of debentures.

Dated the 23rd January 1902 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain new lines and the working of the Northern section of the East Coast railway.

Dated the 28th April 1903 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 22nd February 1910 (supplemental to the contracts of 1887, 1891, 1901, 1902 and 1903), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain further extensions and branch lines in connection with the Company's undertaking and to certain questions under the contract of 1902.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 4 per cent per annum in sterling on the Company's share capital of £3,000,000. On further capital that may be required the guarantee to be 4 per cent, or such other rate as may be agreed upon.

(iii) *Distribution of profits.*—The surplus profits for any complete calendar year, after providing for—

(*a*) payment to the Government of interest at 3½ per cent per annum on advances of capital made by it to the Company up to and including the 30th June 1909, and thereafter at 3¾ per cent per annum for advances of capital expenditure on the Company's new extensions and on overdrafts of capital in connection with open line capital expenditure,

(*b*) repayment of interest paid by Government to the Company for that year,

(*c*) payment of interest on capitalized interest under clause 21 of the supplemental contract dated the 23rd January 1902,

are divided in the ratio of ¾ths to the Government and ¼th to the Company.

As from 1st January 1901 interest at 3½ per cent per annum on the capital expended by the Government on the Northern section of the East Coast railway is a charge against the net earnings of the Company's undertaking, and the ¼th share of surplus profits formerly payable to the Company is further divisible between the Government and the Company in the proportion which the gross earnings of the Northern section of the East Coast railway bear to the gross earnings of the remainder of the Company's undertaking.

(iv) *Rates and fares.*—The Government to authorise maximum and minimum rates, and prescribe the various classes of passengers and goods as well as the extent to which, within the maxima and minima, the Company may vary the rates in respect of distance, weight or special conditions.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as those in force on State railways of the same gauge and at rates to be approved by Government.

(*b*) Government bullion and coin and the persons in charge thereof.—To be carried at special rates approved by Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are declared to be absolutely the property of the Government, which may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year.

The Government may also determine the contract at any time on six months' notice if the Company fail to fulfil its obligations, or the line be worked at a loss for three consecutive half-years.

On the termination of the contract the Company is to hand over to the Government the railway and all its belongings of every description, and the Government is to repay the amount at par of the share capital which has been paid in by the Company.

The contract for the Sambalpur branch brings this branch within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.

The contract of 22nd February 1910 provides for the construction maintenance and working of the new lines as part of the Company's undertaking and is to remain in force until the original contract of 1887 shall be determined.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (*vi*) *or* (*vii*)].—None specified.

Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.)—

	Table I.								Table II.	
Includes the Northern section of the late East Coast railway, the Gondia-Chanda, Nagpur-Chhindwara and the Jubbulpore-Gondia Extensions and the Purulia-Ranchi and the Raipur-Dhamtari branches.										
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 .	224·50	5,23,92,291	15,83,293	5,17,461	0·99	23,62,947	...	—18,45,486	136	67·32
1889 .	348·18	7,08,75,456	20,40,944	4,03,160	0·57	29,96,364	...	—25,93,204	112	80·25
1890 .	586·01	8,14,66,762	28,64,578	5,47,463	0·67	33,88,852	...	—28,41,389	94	80·89
1891 .	831·58	9,08,04,164	54,57,356	26,84,453	2·96	35,05,676	...	—8,21,223	126	50·81
1892 .	831·58	9,56,14,736	60,83,562	30,08,166	3·15	39,05,345	...	—8,97,179	141	50·55
1893 .	862·33	9,80,08,424	64,17,751	32,62,220	3·33	43,97,594	...	—11,35,374	144	49·17
1894 .	860·88	9,81,73,789	66,90,648	32,58,414	3·32	45,83,993	...	—13,25,579	149	51·30
1895 .	860·88	9,88,94,777	68,74,740	35,41,444	3·58	48,56,800	...	—13,15,356	153	48·49
1896 .	860·88	11,05,30,319	63,68,525	29,27,869	2·65	48,27,504	...	—18,99,635	142	54·03
1897 .	860·88	13,04,58,784	62,00,309	29,79,559	2·28	51,35,240	...	—21,55,681	138	51·94
1898 .	1,067·41	14,67,03,520	68,79,193	33,63,854	2·29	54,23,186	...	—20,59,332	124	51·10
1899 .	1,190·16	16,65,90,365	90,73,460	47,21,814	2·83	59,75,853	...	—12,54,039	147	47·96
1900 .	1,284·35	17,41,74,604	1,29,75,223	77,13,050	4·43	64,90,637	2,24,836	+ 9,97,577	194	40·56
1901 .	1,609·22	21,28,65,061	1,30,77,769	61,48,648	2·89	79,88,163	...	—18,39,515	156	52·98
1902 .	1,602·24	23,05,09,658	1,42,18,227	69,37,742	3·01	85,44,311	...	—16,06,569	170	51·21
1903 .	1,815·65	24,97,58,940	1,55,47,702	70,45,255	2·82	89,66,131	...	—19,20,876	165	54·69
1904 .	1,965·68	26,14,35,453	1,89,12,137	95,87,326	3·67	95,41,624	...	+45,702	185	49·31
1905 .	1,980·47	27,33,72,570	2,44,70,900	1,34,04,052	4·90	1,00,32,318	6,78,785	+26,92,949	238	45·22
1906 .	1,996·50	28,49,48,582	2,69,47,181	1,41,51,252	4·97	1,03,41,779	7,88,611	+30,20,862	259	47·49
1907 .	2,113·35	30,91,90,534	2,89,80,537	1,48,46,149	4·80	1,08,35,545	9,05,730	+31,04,874	263	48·77
1908 .	2,300·86	32,39,77,888	2,71,55,960	1,14,06,971	3·52	1,12,34,518	...	+1,72,453	227	57·99
1909 .	2,348·63	33,91,49,381	2,87,72,437	1,31,42,676	3·88	1,16,99,565	2,87,725	+11,55,886	236	54·32
1910 .	2,395·39	34,75,04,066	3,08,52,867	1,50,32,327	4·33	1,20,04,393	6,06,079	+24,21,855	248	51·24
1911 .	2,488·92	35,59,06,842	3,39,70 044	1,68,21,823	4·73	1,22,61,552	9,27,241	+36,33,030	262	50·48

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Gondia to Nagbhir	10-11-08	81·74		
Nagbhir, *vid* Itwari, to Motibagh	10-11-08	65·47		
	1-2-10	0·81		
Line at Itwari	15-3-11	0·09		
Nagbhir to Rajoli	1-12-10	1·49		
		31·66		
			181·26	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Rajoli to Chanda (sanctioned on 26th August 1904)	...	37·55		
Motibagh to Nagpur	...	0·58		
			38·13	
				219·39

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under 1 (*c*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Nainpur to Gondia	18-4-03	72·66		
Nainpur to Jubbulpore	5-7-04 to 7-4-05 to 15-9-05	67·32		
			139·98	
Branches—				
Nainpur to Garha Mandla	15-2-09	26·40		
Nainpur to Seoni	12-2-04	47·10		
Seoni to Chhindwara	27-7-04 to 1-9-04	40·18		
Chhindwara to Khirsadoh	15-3-06	16·13		
Khirsadoh to Barkuhi	21-3-07	5·60		
			135·41	
				275·39
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Khirsadoh to Sirgora (sanctioned on 24th June 1904)	...	8·43		
Balaghat to Katangi (sanctioned on 30th December 1909)	...	29·24		
			37·67	
				37·67
				313·06

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black basalt has been used. Between Chhindwara and Barkuhi the ballast consists mainly of moorum.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80, except between Khirsadoh and Barkuhi where it is 1 in 60.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Includes the Gondia-Chanda and Nagpur-Chhindwara Extensions (2′ 6″ gauge), 1 (*b*) and 1 (*c*).							
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903 .	76·95	85,92,012	45,307	20,527	0·24	16	54·69
1904 .	213·77	1,05,77,313	2,41,318	64,293	0·61	29	78·36
1905 .	228·77	1,24,34,733	5,09,764	1,27,468	1·02	44	74·99
1906 .	245·05	1,45,32,197	7,59,895	2,44,105	1·68	60	67·88
1907 .	250·10	1,89,72,323	10,02,418	3,65,276	1·93	77	63·56
1908 .	397·67	2,36,27,804	10,91,800	3,05,552	1·29	53	72·01
1909 .	428·46	2,61,54,689	11,86,743	1,67,544	0·64	53	85·88
1910 .	458·57	2,78,45,635	14,02,244	2,90,059	1·04	59	79·31
1911 .	507·59	3,26,46,622	15,64,717	3,59,177	1·10	59	77·05

1 (*d*) Mourbhanj railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Rupsa to Baripada station.	20-1-05	32·41	32·41

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Without date, *between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company*, as to management, maintenance and working approved in Railway Board's letter No. 223-R.T. of the 10th March 1905.

Main provisions of agreement—

(i) *Land.*—Provided by the Mourbhanj State at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Mourbhanj State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*— } The total amount of actual working expenses of the line, including
(iv) *Distribution of profits.*— } cost of maintenance, is deducted by the Company from the gross receipts and the balance is paid to the Maharaja of Mourbhanj at the end of each year.

(v) *Rates and fares.*—Controlled by the Company.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores— } None specified.
(*b*) Government bullion, coin and the persons in charge thereof— }

(vii) *Power of the Maharaja to determine agreement.*— } The agreement is terminable on 31st December
(viii) *Power of the Company to surrender agreement.*— } of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (*vii*) *or* (*viii*)].—Not specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*d*) Mourbhanj railway (2′ 6″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·41	6,29,160	31,494	9,444	1·50	20	70·01
1906	32·41	6,76,547	44,825	21,888	3·22	27	51·17
1907	32·41	7,12,765	43,532	21,567	3·03	26	50·46
1908	32·41	7,18,970	50,791	28,633	3·98	30	43·62
1909	32·41	7,19,675	55,490	24,269	3·37	33	56·26
1910	32·41	7,19,735	58,333	25,256	3·51	35	56·70
1911	32·41	7,20,259	62,154	33,480	4·65	37	46·13

1 (*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Itwari to Lodhikhera	1-1-11	38·88		
Lodhikhera to Sausar	10-5-11	7·40		
			46·28	
Branch—				
Saoner to Khapa	1-1-11	4·66		
			4·66	
Under construction or sanctioned for construction—				50·94
Sausar to Chhindwara (sanctioned on 10th February 1909) .	...	46·15		
			46·15	46·15
				97·09

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Cuttings are fully ballasted and banks are being moorumed throughout.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 636·6 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Contracts—

This line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under 1 (*c*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Naupada to Parlakimedi	1-4-00	24·62	24·62

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1.}}{\text{Sub-heads (a) to (h).}}$ **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.
Ballast.—The line is ballasted throughout with laterite, gravel and stone.
Fencing.—Short lengths of fencing have been provided in a few places where the railway runs in cutting alongside the road.
Curves.—There are no curves of less than 1,000 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 24th January 1905, *between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company*, as to management, maintenance and working.

ain provisions of agreement—

(i) *Land.*—Provided by the Parlakimedi State at the cost of capital.
(ii) *Government aid.*—The railway was constructed by the Parlakimedi State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.
(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts, and the balance is paid to the Raja of Parlakimedi.
(v) *Rates and fares.*—Controlled by the Company.
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } None specified.
(vii) *Power of the Raja to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.
(ix) *Term of agreement* [*if not determined under* (*vii*) *or* (*viii*)].—None specified.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	24·68	7,10,974	17,425	—14,812	...	14	185 00
1903	24·62	7,10,974	16,633	—9,267	...	13	155·71
1904	24·62	7,10,974	20,675	—1,301	...	16	106·29
1905	24·62	7,12,466	27,181	4,479	0·63	21	83·52
1906	24·62	7,12,466	21,494	—9,702	...	17	145·14
1907	24·62	7,12,602	25,440	—5,877	...	20	123·10
1908	24·62	7,13,374	26,365	837	0·12	21	96·82
1909	24·62	7,16,528	25,830	6,961	0·97	20	73·05
1910	24·62	7,23,690	27,134	8,277	1·14	21	69·50
1911	24·62	7,36,061	33,186	10,374	1·41	26	68·74

1 (*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Purulia to Ranchi	15-11-07	72·68	72·68	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Ranchi to Lohardaga (sanctioned on 20th February 1911).	...	42·83	42·83	115·51

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.
Ballast.—The line is ballasted with stone and gravel.
Fencing.—Only the important level crossings have posts and chains padlocked.
Curves.—The sharpest curve is of 955 feet radius.
Gradients.—The ruling gradient is 1 in 80.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*concld.***

1 (*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	72·45	34,48,245	54,108	43,404	1·26	114	19·78
1908 . . .	72·68	41,71,748	3,43,434	2,23,979	5·37	91	33·81
1909 . . .	72·68	47,56,235	3,38,520	1,86,930	3·93	90	44·78
1910 . . .	72·68	48,51,707	3,62,940	1,88,155	3·88	96	48 14
1911 . . .	72·68	49,08,599	3,62,864	1,95,681	3 99	96	46·07

1 (*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Raipur to Kurud	10-9-00	31·50		
Kurud to Dhamtari	17-12-00	14 04		
			45·54	
Branch—				
Abhanpur to Rajim	15-10-00	11·40		
			11 40	
				56·94

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working (Those for 1901 will be found in Appendix 38 to the Report for 1907)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . . .	56·24	13,85,968	62,736	14,263	1·03	21	77·27
1903 . . .	56·24	13,96,065	75,187	25,288	1·81	26	66·37
1904 . . .	56·24	13,96,065	1,03,537	48,417	3·47	35	53·24
1905 . . .	56·24	13,96,077	1,07,418	46,382	3 32	37	56·82
1906 . . .	56·94	14,19,283	1,16 088	57.608	4·06	39	50·38
1907 . . .	56·94	14,18.139	1,16,696	58,828	4·15	39	49·59
1908 . . .	56·94	14,18,139	1,16,387	45,966	3·24	39	60·51
1909 . . .	56·94	14,20,126	1,16 202	41,337	2 91	39	64·43
1910 . . .	56 94	14,20,126	1,22,475	53,083	3·74	41	56·66
1911 . . .	56·94	14,22,020	1,48,003	65,135	4·58	50	55·99

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—

Chairman.—Colonel Sir W. S. S. Bisset, K.C.I.E.

Secretary.—C. A. R. Crommelin, Esq.

Offices.—Gloucester House, 110, Bishopsgate, London, E.C.

The property vested in the former Bombay, Baroda and Central India Guaranteed Railway Company was purchased by the Secretary of State on the 31st December 1905, from which date all the contracts then subsisting between the Secretary of State and that Company were determined and the railway was worked temporarily under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract, dated the 8th April 1907, as from the 1st January 1906. The purchase price was fixed at the sum of £11,685,581, and the Secretary of State agreed to create and issue to the Company, on the 31st December 1905, India 3 per cent stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000 being the unpaid balance of the purchase money of £11,685,581.

Lines comprised in the system—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bombay, Baroda and Central India railway {(5′ 6″ gauge) 465·12 / (3′ 3¾″ gauge) 39·23} . . .	504·35	...	504·35
(*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)	141·14	...	141·14
(*c*) Nagda-Muttra railway (5′ 6″ gauge)	339·35	49·58	388·93
(*d*) Nagda-Ujjain railway (5′ 6″ gauge)	34·32	...	34·32
(*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge) . .	21·50	...	21·50
(*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge) . .	12·30	...	12·30
(*g*) Tapti Valley railway (5′ 6″ gauge)	155·48	...	155·48
(*h*) Ahmedabad-Dholka railway (3′ 3¾″ gauge)	33·54	...	33·54
(*i*) Ahmedabad-Parantij railway (3′ 3¾″ gauge)	88·70	...	88·70
(*j*) Gaekwar's Mehsana railway (3′ 3¾″ gauge)	133·00	...	133·00
(*k*) Jaipur railway (3′ 3¾″ gauge)	72·84	...	72·84
(*l*) Palanpur-Deesa railway (3′ 3¾″ gauge)	17·28	...	17·28
(*m*) Rajputana-Malwa railway (3′ 3¾″ gauge)	1,776·59	...	1,776·59
(*n*) Vijapur-Kalol-Kadi railway (3′ 3¾″ gauge)	41·37	4·97	46·34
(*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)	94·48	57·93	152 41
(*p*) Rajpipla railway (2′ 6″ gauge)	37·37	...	37·37
(*q*) Billimora-Kalamba railway (2′ 6″ gauge)	...	34·82	34·82
(*r*) Broach-Jambusar branch railway (2′ 6″ gauge)	...	29·15	29·15
(*s*) Kosamba-Zankavav railway (2′ 6″ gauge)	...	26·12	26·12
(*t*) Petlad-Vaso railway (2′ 6″ gauge)	...	15·74	15 74
Total . . .	3,508·61	218·31	3,726·92

Running powers—

Home line over foreign lines :—

Dádár Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only) . .	4·39
Muttra-Delhi section of the Agra-Delhi Chord railway	88·68
Total .	93·07

Foreign lines over home line :—

East Indian railway, Agra East Bank to Agra Fort (for passenger trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dádár Junction to Colába (for goods trains only) . . .	7·25
" " " at Agra (for passenger and goods trains)	2·89
Total .	11·38

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—					
Colába to Marine lines	18-1-70	2·00			
Marine lines to Charni Road	19-6-69	0·75			
Charni Road to Grant Road	13-9-68	0·75			
Grant Road to Bulsár	28-11-64	121·00			
Bulsár to Navsári	2-9-61	24·25			
Navsári to Sachin	20-5-61	9·25			
Sachin to Surat	18-3-61	9·00			
Surat to Amroli	19-11-60	2·25			
Amroli to Anklesvar	10-2-60	28·75			
Anklesvar to the Nerbudda	5-12-60	5·50			
Nerbudda to Broach	22-6-60				
Broach to Baroda	9-1-61	43·75			
Baroda to Dholia	22-4-61	11·25			
Dholia to Mehmadabad and Kaira Road	3-9 62	33·25			
Mehmadabad and Kaira Road to Ahmedabad	21-1-63	17·89			
Ahmedabad to Sábarmati	1-1-70	3·75			
Sábarmati to Sánand	24-5-71	13·75			
Sánand to Viramgám	30-11-71	22·98			
3′ 3⅜″ *gauge—*			350·12		
Viramgám to Wadhwán	*25-5-72	39·23			* This is the date for the original 5′ 6″ gauge line. The date for the 3′ 3⅜″ gauge line is 14th December 1902.
Branches—			39·23		
Godhra branch—					
Ánand to Dákor	8-4-74	16·75			
Dákor to Rukhyal	6-1-75	1·75			
Rukhyal to Hungari	6-12-76	9·00			
Hungari to Sevalia	29-1-77	4·71			
Sevalia to Godhra	26-2-62	17·00			
			49·21		
Pátri branch—					
Khárághoda to Viramgám	12-5-73	22·12			
			22·12		
Godhra-Baroda chord—					
Baroda to Godhra	23-12-03	43·67	43·67		
TOTAL OPEN MILEAGE, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.	...	...	...	504·35	
DOUBLE LINE—					
Colába to Marine lines	18-1-70	1·91			
Marine lines to Charni Road	19-6-69	0·71			
Charni Road to Grant Road	13-9-68	1·29			
Grant Road to Máhim	20-7-65	5·44			
Máhim to Bándra	23-2-66	1·07			
Bándra to Santa Cruz	23-5-66	1·83			
Santa Cruz to Andheri	29-8-67	2·71			
Andheri to Bháyndar	27-4-85	13·33			
Bháyndar to Virár	1-10-85	10·34			
Virár to Pálghar	1-12-97	19·28			
Pálghar to Dáhánu Road	17-1-98	20·37			
Dáhánu Road to Gholvad	20-4-00	6·68			
Gholvad to Daman Road	18-10-00	23·19			
Daman Road to Bulsár	29-1-02	16·44			
Bulsar to Sachin	21-4-02	32·90			
Sachin to Kankra Khari	4-7-87	6·36			
Kankra Khari to Surat	5-6-68	2·72			
Surat to Utran	9-10-67	2·19			† Excluding 4·17 miles from Anklesvar to Nerbudda Block station constructed but not opened for traffic.
Utran to Sáyan	25-5-98	6·43			
Sáyan to Kim	1-10-98	6·33			
Kim to Anklesvar	11-12-99	16·16			
Broach to Miyágám	15-10-99	25·42			
Miyágám to Itola	15-9-97	7·82			
Itola to Baroda	7-6-95	10·77			
Bárejadi to Ahmedabad	2-6-87	10·21			
Total double line	...	...	251·90†		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (t)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41½-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Pátri branch.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pátri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Pátri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

ontracts—

Dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 15th October 1908 (supplemental to the contract of 1907), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to debentures and debenture stock.

Main provisions of contracts—

(i) *Land.*—Was provided by the Government free of cost to the former Company. After the 31st December 1905, the cost of land provided by the Government is debited to the appropriate capital account.

(ii) *Government aid.*—The Government undertake to pay to the Company interest at the rate of 3 per cent. per annum on its stock capital of £ 2,000,000 raised in satisfaction of the unpaid balance of the purchase money of £ 11,685,581.

All capital moneys required for the purposes of the Bombay, Baroda and Central India railway, and of the Rajputana-Malwa railway so long as it forms part of the undertaking, is, at the option of the Secretary of State, either to be provided by him at such rate of interest as shall be agreed upon; or be raised by the Company by the issue of further capital stock, or debentures, or debenture stock, subject to such terms and conditions, etc., as to interest or otherwise as may be approved by the Government.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the half-yearly gross earnings of the undertaking (*i.e.*, the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, as defined in clause 1 of the contract of the 8th April 1907) are deducted the working expenses of the undertaking attributable to each half-year, the remainder being the net receipts.

From the net receipts of the undertaking is deducted the total of the following sums:—

(*a*) the amount by which the gross earnings for the half-year of the subsidiary lines forming part of the undertaking exceed the sums payable to the Company for their working;

(*b*) allowances for rebate, direction and other deductions, in terms of the contracts then subsisting for the working of each of the subsidiary lines as form part of the undertaking, in accordance with clause 46 of the contract of 1907.

(*c*) After the deduction from the net receipts of the sums mentioned against (*a*) and (*b*), the residue of such net receipts (so long as the Rajputana-Malwa railway forms part of the undertaking) are applied half-yearly in the following manner and order:—

(1) in payment to the Secretary of State of the sum of Rs. 1,00,00,000;

(2) in repayment to the Government in rupee currency of the interest on any capital stock of the Company created and issued after the 31st December 1905 in excess of £ 2,000,000; and of the interest on any debenture stock or debentures of the Company created and issued, and on any outstanding amount provided by the Government for capital expenditure on the undertaking, after the said date.

The resulting surplus attributable to the two halves of any calendar year belongs as to $\frac{9}{10}$ths to the Government, as to $\frac{1}{10}$th to the Company: provided that should the Company's $\frac{1}{10}$th share of surplus exceed ½ per cent. on the average amount of the Company's existing capital stock, then

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2. (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

$\frac{1}{15}$th part of such excess shall belong to the Company and the balance to the Government: provided also that if the Company's capital stock of £ 2,000,000 be increased by the issue of further shares or stock, the Company's share of the surplus shall be such as may be agreed upon between the Company and the Government.

When and if the Rajputana-Malwa railway ceases to form part of the undertaking, the aforesaid residue of the net receipts is to continue to be applied in the manner indicated against (*c*), except that the sum to be paid to the Government under (*c*) (1) is to be reduced to Rs. 35,00,000.

(v) *Rates and fares.*—The Government will from time to time authorize maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorized maxima and minima, the Company may vary the said rates. The Railway Board may at any time require the Company to quote such rates over the undertaking for both passengers and goods to and from the western ports between Karachi and Bombay, inclusive, including a rate from stations of origin and delivery where the route is either entirely or only partly over the undertaking, so as to secure equal treatment of such ports.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on the same general conditions, and at rates to be approved by the Government not being less than those in force on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*— } May be determined by either party on the 31st December 1930, or on the 31st December
(viii) *Power of the Company to surrender contract.*— } of any succeeding fifth year, by giving to the other party in England, 12 calendar months' notice.

(ix) *Term of contract* [*if not determined under (vii) and (viii)*].—Not specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Table I.									Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)*	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906	504·35	12,63,16,478	1,99,81,754	1,05,39,688	8·34	72,58,353	3,95,833	+28,85,502	809	47·27
1907	504·35	12,96,92,431	2,10,78,442	1,18,80,851	9·16	71,98,558	4,52,599	+42,29,694	852	43·48
1908	504·35	13,48,94,409	2,04,49,999	97,63,713	7·24	72,93,726	1,50,000	+23,19,987	780	52·25
1909	504·35	14,18,69,493	2,21,36,727	1,17,56,514	8·29	75,19,552	1,52,517	+40,84,445	844	46·89
1910	504·35	14,32,24,042	2,40,62,075	1,24,94,573	8·72	77,49,590	4,30,787	+43,14,196	917	48·07
1911	504·35	14,92,98,743	2,47,34,178	1,23,48,704	8·27	78,64,428	4,42,388	+40,41,888	943	50·67

2 (*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Godhra to Limkhérá	16-1-93	25·09	
Limkhérá to Dóhad	7-3-94	19·55	
Dóhad to Rutlam	22-10-94	70·46	
Rutlam to Nágdá	11-5-96	26·04	
			141·14

* Includes State outlay on Pátri branch, *viz.*, Rs. 8,08,405.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.
Ballast.—The line is ballasted throughout with broken stone and gravel.
Fencing.—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.
Curves.—The sharpest curve is of 1,000 feet radius.
Gradients.—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jékót.

Contracts—

This line is the property of the State and is managed, maintained and worked as a part of the Rajputana-Malwa railway under the contracts noted under 2 (*a*), Bombay, Baroda and Central India railway (5′6″ gauge).

Statistics of working—

Included with 2 (*m*), Rajputana-Malwa railway (3′ 3⅜″ gauge).

2 (*c*) Nagda-Muttra railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Nágdá to Morak	15-7-07	101·51		
Morak to Kotah City	26-2-08	35·12		
Kotah City to Kotah Junction	1-5-09	3·48		
Kotah Junction to Siwai Mádhopur	1-5-09	67·38		
Siwai Mádhopur to Gangapur City	1-6-09	39·00		
Gangapur City to Hindaun City	1-10-09	26·84		
Hindaun City to Muttra Junction	15-6-09	66·02		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.			339·35	
Bayana to Agra (sanctioned on 28th April 1911).	...	49·58	49·58	388·93

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. and 90-lb. flat-footed steel rails on sal, deodar and Australian wood sleepers.
Ballast.—Broken stone.
Fencing.—Most of the station yards only are fenced.
Curves.—The sharpest curve is of 1,275 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Contract—

The line is the property of the State, and, pending the settlement of permanent arrangements, is managed, maintained and worked by the Bombay, Baroda and Central India Railway Company as part of its undertaking on the terms (in principle on the basis of actual cost, *plus* 5 per cent. on the capital cost of the Company's rolling-stock used on the State line reduced by the hire for the latter's rolling-stock in use on the Bombay, Baroda and Central India railway) mentioned in Appendix A. to the Agent's despatch to his Board, No. 19, dated the 9th May 1908, enclosed in the letter from the Company's Board to the Under Secretary of State for India, No. 69, dated the 8th July 1909.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1907 . .	101·00	2,76,57,016	70,180	7,610	0·03	8,09,524	—8,01,914	29	89·16
1908 . .	136·63	3,43,41,804	2,96,751	—37,397	...	10,64,042	—11,01,439	42	112·60
1909 . .	339·35	3,86,01,589	6,16,329	—28,699	...	12,73,908	—13,02,670	35	104·66
1910 . .	339·35	3,99,47,396	17,73,601	5,80,199	1·45	13,37,303	—7,57,104	100	67·29
1911 . .	339·35	4,20,04,259	33,20,478	19,41,417	4·62	13,90,193	+5,51,224	188	41·53

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Nágdá to Ujjain	15-7-96	34·32	34·32

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contracts—

Agreement, without date, having effect from the 15th July 1896, *between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the revising, and extending up to the 31st December 1905, of the arrangements for working the Rajputana-Malwa railway and other lines.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of agreement and contracts—

(i) *Land.*—Provided free of cost by the Gwalior Durbar.

(ii) *Government aid.*—The line is the property of the Gwalior Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nagda-Ujjain railway is debited with a share of the working expenses of the Company's railway system in proportion to the total earnings of the Nagda-Ujjain railway in each half-year, and the balance in favour of or against the Gwalior Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To conform generally to those in force on the Godhra-Rutlam-Nagda railway, unless otherwise specially agreed between the Durbar and the Company.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways. (The agreement does not contain any provision for the carriage at special rates of troops, high Government officials and Government stores).

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either party, expiring on the 30th June or 31st December in any year.

(ix) *Term of agreement [if not determined under (vii) and (viii)].*—Not specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	34·32	22,39,663	1,57,211	85,851	3·83	88	45·39
1903	34·32	22,41,231	1,20,951	62,949	2·81	68	47·95
1904	34·32	22,41,231	1,23,654	66,441	2·96	69	46·27
1905	34·32	22,40,441	1,71,435	99,907	4·46	96	41·72
1906	34·32	22,40,441	1,71,491	91,060	4·06	96	46·90
1907	34·32	22,40,441	1,99,985	1,06,620	4·76	112	46·69
1908	34·32	22,40,441	1,95,491	83,228	3·71	109	57·43
1909	34·32	22,40,441	2,50,437	1,21,895	5·44	140	51·33
1910	34·32	22,40,690	2,59,630	1,34,098	5·98	146	48·36
1911	34·32	22,40,600	2,89,814	1,43,929	6·42	162	50·34

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Anand to Petlád	5-5-90	13·17	
Petlád to Tarapur	20-6-01	8·33	21·50

Details of construction—

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Ánand to Petlád and on creosoted pine sleepers from Petlád to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Ánand and Petlád, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreements and contract—

Agreement, without date, having effect from the 5th May 1890, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 5th May 1890.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying further the agreement of 5th May 1890.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Baroda Durbar.

(ii) *Government aid.*—The line is the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital the Petlad railway is debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India Railway system, and with any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar, but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway.

(vi) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } Either party may at any time determine the agreement on giving 12 calendar months' notice to the other.
(ix) *Term of agreement* [*if not determined under* (*vii*) *and* (*viii*)].—Not specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	21·50	11,85,930	1,05,951	56,818	4·79	95	46·37
1903	21·50	11,48,092	98,451	50,289	4·38	88	48·92
1904	21·50	11,46,552	1,20,974	64,876	5·66	108	46·37
1905	21·50	11,31,273	1,40,463	81,966	7·25	126	41·65
1906	21·50	11,30,873	1,39,209	73,634	6·51	124	47·11
1907	21·50	11,30,809	1,66,978	88,288	7·81	149	47·13
1908	21·50	11,31,294	1,86,283	80,125	7·08	167	56·99
1909	21·50	11,31,692	1,88,042	90,705	8·01	168	51·76
1910	21·50	11,33,233	2,19,645	1,13,373	10·00	196	48·38
1911	21·50	11,39,458	2,39,635	1,19,183	10·46	214	50·26

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Tarapur to Cambay	20-6-01	12·30	12·30

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short length of 1 in 200 between Sayama and Cambay.

Agreements and contract—

Agreement, dated the 17th May 1902, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central Inaia Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 17th October 1908, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 17th May 1902.

Agreement, dated the 10th May 1910, *between the Cambay Durbar and the Bombay, Baroda and Central Inaia Railway Company*, modifying further the agreement of 17th May 1902.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Cambay Durbar.

(ii) *Government aid.*—The line is the property of the Cambay Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement [if not determined under (vii) and (viii)].*—

} As noted under 2 (*e*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

Statistics of working (Those for 1901 will be found in Appendix 38 to the Report for 1907.)—

Calendar year.	Table I. Mileage open at end of each year.	Table I. Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (3).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	10·92	7,49,676	25,497	13,622	1·82	45	46·58
1903	10·92	7,49,676	25,151	12,803	1·71	44	49·10
1904	10·92	7,68,728	32,199	17,276	2·25	57	46·35
1905	10·92	8,06,482	33,638	19,603	2·43	59	41·72
1906	12·30	8,11,255	34,531	18,265	2·25	54	47·11
1907	12·30	8,10,876	42,318	22,355	2·76	66	47·17
1908	12·30	8,10,876	44,098	18,932	2·33	69	57·07
1909	12·30	8,50,220	43,431	20,982	2·47	68	51·69
1910	12·30	8,57,150	51,709	26,668	3·11	81	48·43
1911	12·30	8,65,463	57,830	28,728	3·33	90	50·23

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	
Kankra Khari to Vyára	1-12-98	35·59	
Vyára to Chinchpáda	10-7-99	36·55	
Chinchpáda to Nandurbár	8-10-99	25·20	
Nandurbár to Dondaiche	11-11-99	21·44	
Dondaiche to Nardána	25-11-99	19·78	
Nardána to Amalner	15-8-00	16·92	
			155·48

Details of construction—

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.
Ballast.—The line is ballasted throughout with stone.
Fencing.—Only station yards and important level crossings are fenced.
Curves.—The sharpest curve is of 1,910 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 28th August 1896 (called the principal contract), *between the Secretary of State and the Tapti Valley Railway Company;*
Dated the 30th October 1896 (set forth in the schedule to the principal contract of 1896), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
} as to the construction, management, maintenance and working of the Tapti Valley railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 16th January 1902, *between the Secretary of State and the Tapti Valley Railway Company*, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 26th August 1907, *between the Secretary of State and the Tapti Valley Railway Company*, for the continuance of the working of the Tapti Valley railway on the terms in force on the 31st December 1905.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
Dated the 12th November 1908, *between the Secretary of State and the Tapti Valley Railway Company;*
} giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Tapti Valley Railway Company by the Bombay, Baroda and Central India Railway Company.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*—
(iii) *Distribution of profits.*—
} The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches the charge to the Tapti Valley Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the broad and metre gauge system of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Tapti Valley railway in proportion to its gross earnings, less the rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India and Rajputana-Malwa railways of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 50 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Tapti Valley Railway Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (t)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Tapti Valley Railway Company in respect of each calendar year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India and Rajputana-Malwa railways of the gross earnings from traffic interchanged between those railways, or either of them, and the Tapti Valley railway, as will, together with the net earnings of the Tapti Valley Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow the Company the sum of Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway. The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As in the case of 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1921, or at the end of any subsequent period of 10 years, in which case the Government undertakes to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure; or

(*b*) on the 31st December 1950, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract*—Nil.

(viii) *Term of contract [if not determined under (vi) or (vii)].*—Not specified.

Statistics of working—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1898	35·91	82,70,413	2,836	...	...	...	...	...	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.	18	48·70
1899	138·88	1,21,09,133	2,42,593	...	...	...	...	...		73	47·40
1900	155·45	1,28,31,291	6,68,475	...	...	...	...	...		85	47·68
1901	155·48	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90		74	43·01
1902	155·48	1,29,70,581	8,26,485	4,63,242	3·57	45,196	5,08,438	3·92		102	43·95
1903	155·48	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03		107	44·00
1904	155·48	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04		81	44·00
1905	155·48	1,30,83,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51		125	41·96
1906	155·48	1,30,82,853	11,34,712	6,35,460	4·86	...	6,35,460	4·86		140	44.00
1907	155·48	1,30,97,237	10,34,612	5,79,383	4·42	...	5,79,383	4·42		128	44.00
1908	155·48	1,30,90,929	9,98,927	5,59,399	4·27	...	5,59,399	4·27		124	44.00
1909	155·48	1,31,10,300	11,06,564	6,19,676	4·73	...	6,19,676	4·73		137	44·00
1910	155·48	1,31,20,549	11,85,910	6,64,110	5·06	...	6,64,110	5·06		147	44·00
1911	155·48	1,31,37,174	12,91,825	7,23,422	5·51	...	7,23,422	5·51		160	44·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*h*) Ahmedabad-Dholka railway (3′ $3\frac{3}{8}$″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Sábarmati to Bavla	23-2-03	24·75	
Bavla to Dholka	1-4-03	8·79	
			33·54

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings; elsewhere sand is used with stone top dressing.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 300, except for 400 feet near Sabarmati, where it is 1 in 200 and for 4,000 feet between miles 1 and 2, where it is 1 in 286.

Contracts—

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa railway and other lines.

Dated the 25th March 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*;
Dated the 18th July 1902, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*; } as to the construction, management, maintenance and working of the Ahmedabad-Dholka railway.

Dated the 17th September 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*, modifying the contract of 1902, as to the issue and allotment to the Secretary of State of a certain number of fully paid up shares in the capital of the Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*;
Dated the 12th November 1908, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*; } giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Ahmedabad-Dholka Railway Company by the Bombay, Baroda and Central India Railway Company.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—
(iii) *Distribution of profits.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the working agreement with the Bombay, Baroda and Central India Railway Company, the charge to the Ahmedabad-Dholka Railway Company for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole system of the broad and metre gauge lines worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Dholka railway in proportion to its gross earnings, less the amount of rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India and Rajputana-Malwa railways of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the working agreement with the Bombay, Baroda and Central India Railway Company terminating before the contract with the Ahmedabad-Dholka Railway Company, the charge for working the latter Company's line is to be such percentage of the gross earnings as may be provided in any other working agreement that may be entered into, or, if the line is worked by State agency, such percentage as the Secretary of State may consider just

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 / Sub-heads (*a*) to (*t*). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

or reasonable; but it is not in either case to exceed the percentage of working expenses on gross earnings obtaining on the Rajputana-Malwa railway, or 50 per cent in any year. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Dholka Railway Company. By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Dholka Railway Company in respect of each calendar year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India and Rajputana-Malwa railways of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Dholka railway, as will, together with the net earnings of the Ahmedabad-Dholka Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow the Company the sum of Rs. 5,000 per annum towards its office expenses and expenses of management; but when the Company's net earnings in any year exceed 4 per cent on the capital expenditure, the excess is to be applied towards the reduction of this allowance.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum for the time being in force on the Rajputana-Malwa railway. The classification of goods is to be in conformity with that in force on the Rajputana-Malwa railway.

(v) *Special obligations as to the conveyance of.*— } As in the case of 2
(*a*) Mails, troops, high Government officials, and Government stores.— } (*m*), Rajputana-Malwa
(*b*) Government bullion and coin, and the persons in charge thereof.— } railway (3′ 3⅜″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway on the 30th June 1922, or at the end of any subsequent period of 10 years, in which case the Government undertakes to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under (vi) or (vii)].*—Not specified.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column(3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 . .	33·50	10,02,172	64,261	35,986	3·59	...	35,986	3·59	45	44·00
1904 . .	33·50	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905 . .	33·50	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906 . .	33·50	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907 . .	33·50	11,11,330	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00
1908 . .	33·50	10,91,212	1,28,206	71,795	6·58	...	71,795	6·58	74	44·00
1909 . .	33·54	11,05,286	1,20,149	67,283	6·09	...	67,283	6·09	69	44·00
1910 . .	33·54	11,10,937	1,29,669	72,615	6·54	...	72,615	6·54	74	44·00
1911 . .	33·54	11,17,717	1,32,107	73,980	6·62	...	73,980	6·62	76	44·00

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Ahmedabad to Talod	1-5-97	32·82	
Talod to Paráńtij	2-7-97	7·83	
Paráńtij to Himmatnagar	23-10-97	14·05	
Himmatnagar to Khed Brahma	1-7-11	34·00	
			88·70

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 13th March 1896 (called the principal contract), *between the Secretary of State and the Ahmedabad-Paránti*j *Railway Company,* as to the construction of the Ahmedabad-Paránti*j* railway.

Dated the 4th June 1896, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working by the Company of the Ahmedabad-Paránti*j* railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 29th January 1902, *between the Secretary of State and the Ahmedabad-Paránti*j *Railway Company,* modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 17th September 1907, *between the Secretary of State and the Ahmedabad-Paránti*j *Railway Company,* for the continuance of the working of the Ahmedabad-Paránti*j* railway on the terms in force on the 31st December 1905.

Dated the 2nd October 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company* ;

Dated the 24th November 1910, *between the Secretary of State and the Ahmedabad-Paránti*j *Railway Company* ;

} as to the construction, management, maintenance and working of the Brahmakhed extension as part of the Ahmedabad-Paránti*j* railway, subject to the modifications therein set forth of the terms applicable to the main line.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*—
(iii) *Distribution of profits.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Ahmedabad-Paránti*j* Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the broad and metre gauge system of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Paránti*j* railway in proportion to its gross earnings, less the rebate of 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India and Rajputana-Malwa railways of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 44 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Paránti*j* Railway Company.

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Paránti*j* Railway Company in respect of each calendar year, by way of rebate, a sum not exceeding 10 per cent of the combined shares attributable to the Bombay, Baroda and

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

Central India and Rajputana-Malwa railways of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Parántíj railway, as will, together with the net earnings of the Ahmedabad-Parántíj Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter at 5 per cent per annum, on the actual capital expenditure. The Government also allow the Company the sum of Rs. 5,000 per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Rajputana-Malwa railway. The classification of goods is to be in conformity with that in force on the Rajputana-Malwa railway.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As in the case of 2 (*m*), Rajputana-Malwa railway (3′ 3⅜″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1930, or at the end of any subsequent period of 10 years, in which case the Government undertakes to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure, or

(*b*) on the 31st December 1946, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under (vi) or (vii)].*—Not specified.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3.)	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897	54·59	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898	54·59	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899	54·70	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900	54·70	19,55,305	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901	54·70	19,49,355	1,77,438	99,365	5·10	...	99,365	5·10	62	44·00
1902	54·70	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	44·00
1903	54·70	19,88,869	1,50,112	84,063	4·23	...	84,063	4·23	53	44·00
1904	54·70	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905	54·70	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906	54·70	19,98,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907	54·70	20,08,966	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00
1908	54·70	20,26,012	2,95,664	1,65,572	8·17	...	1,65,572	8·17	104	44·00
1909	54·70	20,32,797	3,04,884	1,70,735	8·40	...	1,70,735	8·40	107	44·00
1910	54·70	28,71,739	3,21,710	1,80,158	6·27	...	1,80,158	6·27	113	44·00
1911	88·70	36,40,022	3,52,475	1,97,386	5·42	...	1,97,386	5·42	94	44·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Gaekwar's Mehsana railway (3' 3⅜" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Mehsána to Vadnagar	21-3-87	20·73	
Vadnagar to Kherálu	12-12-88	7·00	
Viramgám to Mehsána	1-2-91	40·21	
Mehsána to Pátan	20-7-91	24·69	
Manund Road to Harij	23-10-08	20·95	
Chanasma to Bechraji	23-10-08	16·63	
Kherálu to Taranga Hill	20-8-09	7·79	
			138·00

Details of construction—

Permanent-way.—Except from mile 10 to mile 24·69 of the Mehsána-Pátan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41¼-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

Ballast.—The line between Mehsána and Kherálu is ballasted with sand, between Kherálu and Taranga Hill with stone, between Manund Road and Harij and between Chanasma and Bechraji, with lime stone and the rest with kunkur.

Fencing.—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and of the other three sections 41¼ miles are fenced by wire, and the rest with cactus, but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—On the Mehsána-Kherálu section the ruling gradient is 1 in 150, except for 5,100 feet between Varetha and Taranga Hill where it is 1 in 75. On the Mehsána-Viramgam section it is 1 in 400, except for 1,350 feet between miles 5 and 6 where it is 1 in 200 and 900 feet between miles 12 and 13 where it is 1 in 300. On the Mehsána-Pátan section it is 1 in 400, except for 850 feet between miles 6 and 7 where it is 1 in 200. On the Manund Road-Harij section it is 1 in 200 and on the Chanasma-Bechraji section, 1 in 366, all in banking section.

Agreements and contract—

Agreement, dated the 17th June 1893 (called "the Mehsána Working Agreement"), *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Gaekwar's Mehsána railway

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Kherálu-Dabhora railway.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Manund Road-Harij and Chanasma-Bechraji railways.

Agreement, dated the 16th February 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying, as from the 27th March 1908 to the 26th March 1909, inclusive, the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 15th December 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines from the date of opening to public traffic up to and including the 22nd October 1910.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 27th March 1909, of the Mehsána-Kheralu, Mehsána-Viramgam and Mehsána-Pátan railways, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—*concld.*

Agreements and contract—*concld.*

Agreement, dated the 17th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kherálu-Varetha (Taranga Hill) extension, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 3rd December 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines as from the 23rd October 1910, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Main provisions of agreements and contract—

(i) *Land.*—As under 2(*c*), Petlad-Cambay railway (Anand-Tarapur section), (5′ 6″ gauge.)

(ii) *Government aid.*—The lines are the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and are managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Mehsána railway and the Manund Road-Harij and Chanasma-Bechraji railways are debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India Railway system, and also with any single item of capital expenditure on "New minor works" costing Rs. 2,000 or less, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar; but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Rajputana-Malwa railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under (vii) and (viii)*].—

} As under 2(*e*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . . .	92·63	33,75,531	3,74,515	1,98,977	5·89	78	46·87
1903 . . .	92·63	33,78,132	3,47,083	1,77,466	5·25	72	48·87
1904 . . .	92·63	33,95,678	3,82,249	2,04,906	6·06	79	46·39
1905 . . .	92·63	34,36,885	4,52,184	2,62,904	7·65	94	41·86
1906 . . .	92·63	42,78,388	4,20,777	2,24,124	5·25	87	46·74
1907 . . .	92·63	50,55,731	4,34,903	2,30,317	4·56	90	47·04
1908 . . .	130·21	52,16,404	4,55,749	1,93,036	3·70	88	57·64
1909 . . .	138·01	53,43,871	5,57,732	2,56,206	4·79	78	54·06
1910 . . .	138·00	55,89,610	6,30,415	3,13,759	5·61	88	50·23
1911 . . .	138·00	57,02,244	6,46,429	3,20,799	5·63	90	50 37

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Sánganer to Nawai	10-11-05	32·18	
Nawai to Siwai-Mádhopur	17-10-07	40·66	
			72·84

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 250, except for 4 miles and 1,080 feet at the beginning of the line where it is 1 in 200.

Agreement—

Agreement, dated the 11th September 1906, *between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working by the Company of the Jaipur railway.

Railway Board's letter No. 1310 R.T., dated the 30th October 1907, as to the payment of rebate to the Jaipur Durbar.

Main provisions of agreement—

(i) *Land.*—Provided by the Jaipur Durbar at the cost of capital.

(ii) *Government aid.*—The line is the property of the Jaipur Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Company as part of its railway system. By way of rebate the Government allow out of their share of the net earnings of the Rajputana-Malwa railway, (outside the contract between the Secretary of State and the Bombay, Baroda and Central India Railway Company), a sum up to 10 per cent of the net earnings of the main line from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent per annum on the capital expenditure incurred.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excluding the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Jaipur railway is debited for maintenance and working expenses, including the cost of supervision and use of rolling-stock, with the same percentage of the gross earnings of the Jaipur railway as the total expenditure incurred on the entire Bombay, Baroda and Central India Railway system bears to the earnings of that system, and also with any single item of capital expenditure not exceeding Rs. 2,000, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on that system.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, in the absence of any special agreement between them, to conform, as far as may be, to those generally in force on the Rajputana-Malwa railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores).

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } After 2 years from the date of opening (*viz.*, the 17th October 1907) of the Jaipur railway, the agreement may be determined by either party giving to the other 12 calendar months' notice expiring on the 30th June or 31st December of any year.

(ix) *Term of agreement* [*if not determined under* (*vii*) *and* (*viii*).]—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Jaipur railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	32·18	13,20,421	12,299	6,779	0·51	52	44·88
1906 . . .	32·18	14,77,188	68,943	36,617	2·48	41	46·89
1907 . . .	72·84	23,42,013	97,734	49,708	2·12	46	49·14
1908 . . .	72·84	24,01,041	1,16,415	49,648	2·07	31	57·35
1909 . . .	72·84	24,02,410	1,44,902	68,830	2·86	38	52·51
1910 . . .	72·84	24,03,971	2,14,761	1,10,290	4·59	57	48·65
1911 . . .	72·84	24,09,763	2,70,084	1,33,743	5·55	71	50·48

2 (*l*) Pálanpur-Deesa railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Pálanpur to Deesa	8-11-93	17·28	17·28

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of the line which are laid with 41¼-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and steel dish cover sleepers.
Ballast.—The line is ballasted with stone and sand.
Fencing.—The line is fenced throughout.
Curves.—The sharpest curve is of 1,910 feet radius.
Gradients.—The ruling gradient is 1 in 150.

Contracts—

Letter from the Government of India, Public Works Department, No. 352-R.C., dated the 25th March 1892, to the Government of Bombay;
Letter from the Under Secretary of State for India, No. 682, dated the 18th May 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Board of Directors, Bombay, Baroda and Central India Railway Company, No. 611, dated the 20th May 1892, to the Under Secretary of State for India;
Letter from the Under Secretary of State for India, No. 920, dated the 22nd June 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Government of India, Public Works Department, No. 1643, dated the 19th August 1892, to the Government of Bombay;
} as to the construction, management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Pálanpur-Deesa railway as a part of the Rajputana-Malwa railway.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—

(i) *Land.*—Provided free of cost by the Pálanpur Durbar.

(ii) *Government aid.*—The railway is owned jointly by the Government and the Pálanpur Durbar, and the former provides any further open line capital funds. It was constructed and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Rajputana-Malwa railway.

(iii) *Terms of working.*—The railway is debited with a share of the general working expenses of the Bombay, Baroda and Central India Railway Company's system in proportion to the gross earnings of the Pálanpur-Deesa railway.

(iv) *Distribution of profits.*—The net earnings, after deducting the working expenses as in (iii) above, in any half-year are to be divided between the Government and the Pálanpur Durbar in proportions of the capital provided by each, after excluding (so long as the line remains a metre gauge one) from the Government capital the sum of Rs. 25,117 the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As under 2 (*m*), Rajputana-Malwa railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement.*—
} The agreement is co-terminous with the Company's contract with the Secretary of State for working the Rajputana-Malwa railway, unless it be decided to extend the branch, in which case it will be open to the Government to terminate the working arrangement on giving the Company 6 months' notice.

Statistics of working—

Table I.											Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (3) and (4).		Interest on Government capital.	Gain or loss to Government *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
		Contributed by the Pálanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1893	17·28	1,85,000	1,78,953	4,436	1,335	1,110	0·72	0·62	5,371	—4,261	33	44·88
1894	17·28	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,998	42	38·35
1895	17·28	1,85,000	2,15,374	38,182	11,333	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	17·28	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·48	9,149	+5,923	57	43·49
1897	17·28	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	48	46·55
1898	17·28	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,331	+2,297	43	42·51
1899	17·28	1,85,000	2,33,264	44,628	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	17·28	1,85,000	2,33,264	47,669	12,636	14,218	6·83	6·10	9,330	+4,888	53	43·67
1901	17·28	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	17·28	1,85,000	2,36,786	33,690	8,329	9,521	4·50	4·02	9,408	+113	37	47·01
1903	17·28	1,85,000	2,37,069	29,734	7,141	8,181	3·86	3·45	9,432	—1,251	33	48·47
1904	17·28	1,85,000	2,37,069	29,185	7,280	8,340	3·94	3·52	9,474	—1,134	32	46·48
1905	17·28	1,85,000	2,37,069	35,178	9,469	10,848	5·12	4·58	9,472	+1,376	39	42·25
1906	17·28	1,85,000	2,39,155	40,154	9,862	11,376	5·33	4·76	9,531	+1,845	45	47·11
1907	17·28	1,85,000	2,39,155	42,061	10,266	11,878	5·55	4·97	7,223	+4,655	47	47·35
1908	17·28	1,85,000	2,47,156	45,680	9,097	10,728	4·92	4·34	8,213	+2,515	51	56·60
1909	17·28	1,85,000	2,45,700	53,323	11,757	14,034	6·36	5·71	8,259	+5,775	59	51·63
1910	17·28	1,85,000	2,45,700	58,152	13,663	16,291	7·39	6·63	8,216	+8,075	65	48·49
1911	17·28	1,85,000	2,45,700	52,775	11,949	14,248	6·46	5·80	8,332	+5,916	59	50·36

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
RAJPUTANA SECTION—					
Main line—					
Delhi to Rewári	14-2-73	51·21			
Rewári to Alwar	15-9-74	46·10			
Alwar to Bandikui	7-12-74	37·51			
Bandikui to Dausa	20-4-74	17·84			
Dausa to Jaipur	12-10-74	38·14			
Jaipur to Phulera	1-3-75	34·20			
Phulera to Ajmer	1-8-75	49·92			
Ajmer to Beáwar	15-5-78	32·41			
Beáwar to Haripúr	12-8-79	20·85			
Haripúr to Sojat Road	20-10-80	20·54			
Sojat Road to Pálanpur	1-1-81	148·44			
Pálanpur to Ahmedabad	15-11-79	82·36			
New zero of Ahmedabad-Dholka railway to facing point on main line of Sabarmati	12-2-08	0·66			
			580·18		
Branches—					
Farukhnagar Salt branch	14-2-73	7·64			
			7·64		
Agra branch—					
Bandikui to Bharatpur	20-4-74	60·28			
Bharatpur to Agra Fort	11-8-73	33·24			
Agra Fort to Jumna, East Bank (Agra)	1-1-76	1·50			
			95·02		
Sámbhar Lake Salt branch	1-3-75	4·50			
Japog extension	0-10-76	4·50			
Extension of Súmbhar branch to Jhowra	20-12-79	17·00			
Kankaroola siding	15-2-81	1·25			
Additional salt sidings in the Sámbhar lake	1-9-91	6·18			
			33·43		
5′ 6″ gauge lines—					
Jumna, East Bank (Agra) to Idgah (Agra)	1-1-76	* 3·07			* Of this, the length on the Jumna bridge is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
At Delhi	12-11-03	0·09			
			3·16		
MALWA SECTION—					
Main line—					
Khandwa to Sanáwad	1-2-74	34·25			
Sanáwad to Mortakka	1-4-74	3·50			
Mortakka to Choral	20-1-75	20·50			
Choral to Mhow	1-1-78	15·69			
Mhow to Indore	3-8-76	13·00			
Indore to Fatehabad Junction.	3-8-76	25·23			
Fatehabad Junction to Rutlam	11-7-78	48·75			
Rutlam to Jaora	25-2-80	20·50			
Jaora to Mandsaur	8-4-80	31·75			
Mandsaur to Neemuch	2-7-80	30·25			
Neemuch to Nimbahera	10-3-81	16·40			
Nimbahera to Chitorgarh	19-3-81	17·65			
Chitorgarh to Nasirabad	1-12-81	100·65			
Nasirabad to Ajmer	14-2-76	14·15			
			392·27		
Ujjain branch—					
Fatehabad to Ujjain	3-8-76	12·00			
Ujjain branch extension across the Sipra river to Ujjain city.	1-3-84	†2·88			† Includes 2·10 miles, 5′ 6″ gauge, from Sipra Junction to station, opened in 1899.
			14·88		
CAWNPORE-ACHNERA SECTION—					
Main line—					
Cawnpore Mill line	26-4-09	2·34			
Cawnpore to Kanauj	15-12-80	49·20			
Kanauj to Farukhabad	1-2-81	36·71			
Farukhabad to Kásganj	14-4-84	66·78			
Kásganj to Háthras Road	1-7-84	34·04			
Háthras Road to Muttra Cantonment	19-10-75	29·11			
Jumna bridge	1-7-84	1·00			
Muttra Cantonment to old connection Muttra Junction	11-11-07	2·32			
Old connection to Achnera	7-11-81	20·95			
			242·45		
Branches—					
Brahmavart branch	10-11-85	4·78			
Brindaban branch	26-8-89	7·25			
			12·03		
REWÁRI-BHÁTINDA-FÁZILKA SECTION—					
Main line—					
Rewári to Hissar	20-3-83	88·20			
Hissar to Sirsa	1-1-84	50·75			
Sirsa to Kot Kapúra	1-10-84	‡73·24			‡ Of this 26·28 miles, between Bhátinda and Kot Kapúra, are of mixed (5′ 6″ and 3⅜″) gauge.
Kot Kapúra to Fázilka	1-1-85	50·26			
			262·45		
Rewári-Phulera Chord—					
Rewári to Narnaul	11-12-04	32·55			
Narnaul to Phulera	15-5-05	100·53			
			133·08		
TOTAL, RAJPUTANA-MALWA RAILWAY	...	...	...	1,776·59	
DOUBLE LINE, RAJPUTANA SECTION—					
3′ 3⅜″ gauge—					
Agra Fort to Idgah Junction (Agra)	11-8-73	1·14			
At Delhi	25-12-02	1·78			
			2·92		
5′ 6″ gauge—					
At Delhi	27-2-05	0·09			
			0·09		
Total double line	...	...	...	3·01	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewári-Fázilka section has 41¼-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *viâ* the Rewári-Phulera Chord, 483·56 miles; Rewári-Bandikui-Phulera loop, 173·76 miles, and branches, 94·61 miles; (2) Malwa section, main line, Khandwa to Ajmer, 97·85 miles, and branch, 2·17 miles; (3) Cawnpore-Achnera section, main line, 148·23 miles and Brindaban branch, 2·69 miles; and (4) Rewári-Fázilka section, 114·23 miles including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—On the main line of the Rajputana section, Delhi to Ahmedabad, *viâ* Rewári-Phulera Chord; on the Rewári-Bandikui-Phulera loop; and on the Brahmavart branch, the ruling gradient is 1 in 150. On the Agra branch it is 1 in 150, except for 1,058 feet on 1 in 142 and 841 feet on 1 in 145 at mile 1. On the Sambhar branch, it is 1 in 200, except for 3,810 feet on 1 in 150 at the beginning of the line. On the Farukhnagar branch it is 1 in 100. On the Malwa section it is 1 in 150, except between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani (Mhow Ghat) where it is 1 in 40. On the Cawnpore-Achnera section, and on the Brindaban branch it is 1 in 200; and on the Rewári-Fázilka section it is 1 in 169.

Contract—

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of contract—

As noted under 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

TABLE I. | TABLE II.

INCLUDES THE GODHRA-RUTLAM-NAGDA RAILWAY, 2 (*b*).

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	
1906 .	1,915·50	16,65,57,367	2,80,04,905	1,47,43,530	8·35	65,99,940	...	+81,43,590	281	47·35
1907 .	1,919·20	16,85,93,587	2,87,22,171	1,43,93,902	8·54	58,09,963	...	+90,83,939	288	49·89
1908 .	1,918·54	17,64,83,727	2,47,43,850	94,10,603	5·33	60,67,222	...	+33,43,381	249	61·97
1909 .	1,919·72	18,04,84,544	2,51,98,999	1,08,98,636	6·04	61,19,498	...	+47,79,138	252	56·75
1910 .	1,919·64	18,18,63,774	2,85,10,644	1,44,84,804	7·96	61,72,944	...	+83,11,860	286	49·20
1911 .	1,917·73	18,23,81,723	3,08,25,507	1,50,83,603	8·27	63,40,819	...	+87,42,784	309	51·07

2 (*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Vijapur to Kálol	10-6-02	29·44		
Kálol to Kadi	13-7-03	11·93		
			41·37	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Kadi to Bhoyani Road (sanctioned on 26th July 1910)	...	4·97	4·97	
				46·34

Details of construction—

Permanent-way.—16 miles are laid with 41¼-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and shingle.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kálol section are fenced.

Curves.—The sharpest curve is of 3,820 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—*concld.*

Agreements and contract—

Agreement, dated the 23rd November 1903, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Vijapur-Kálol-Kadi railway.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying as from the 1st July 1908 to the 30th June 1909, inclusive, the agreement of 23rd November 1903.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 1st July 1909, of the Vijapur-Kálol-Kadi railway, subject to further modifications of the agreement of the 23rd November 1903.

Main provisions of agreements and contract—

As noted under 2 (*j*), Gaekwar's Mehsana railway (3′3⅜″ gauge).

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	29·44	10,47,188	19,514	9,227	0·88	23	52·72
1903	41·37	11,84,246	56,916	28,782	2·43	31	49·43
1904	41·37	13,35,402	74,572	40,083	3·00	35	46·25
1905	41·37	13,19,586	87,131	50,496	3·83	40	42·05
1906	41·37	13,24,825	95,660	50,648	3·82	44	47·05
1907	41·37	13,05,631	1,14,340	60,246	4·61	53	47·31
1908	41·37	13,12,860	1,20,643	51,999	3·96	56	56·90
1909	41·37	13,08,338	1,17,211	56,498	4·32	54	51·80
1910	41·37	13,29,176	1,32,202	68,019	5·12	61	48·55
1911	41·37	15,14,964	1,35,891	67,582	4·46	63	50·27

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Miyágám to Dabhoi	8-4-73	20·00		
Dabhoi to Chándod	15-4-79	10·62		
Dabhoi to Sankheda Bahadarpur	17-9-79	9·64		
Dabhoi to Goya Gate	1-7-80	17·00		
Goya Gate to Vishvámitri	24-1-81	1·63		
Sankheda Bahadarpur to Bodeli	16-6-90	12·77		
Vishvámitri to Pádra	1-7-97	7·14		
Pádra to Mobha	10-7-03	9·20		
Mobha to Masor Road	1-11-04	6·48		
			94·48	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Miyágám to Malsar	15-1-12	24·72		
Sankheda Bahadarpur to Bhatpur (sanctioned on 5th January 1909)	...	8·43		
Dabhoi to Jarod (sanctioned on 17th January 1910)	...	24·78		
			57·93	
				152·41

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road.

Ballast.—The line is ballasted chiefly with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Agreement and contract—

Agreement, without date, having effect from the 1st January 1897, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Company, of the Dabhoi railway.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

Main provisions of agreement and contract—

(i) *Land.*— } As noted under 2 (*e*), Petlad-Cambay railway (Anand-Tarapur section)
(ii) *Government aid.*— } (5′ 6″ gauge).

(iii) *Terms of working.*— } The Company work the Dabhoi railway at actual cost, *plus* a sum equal
(iv) *Distribution of profits.*— } to 10 per cent of total working expenses, but not less than Rs. 500 per mensem, in the half-year for superintendence; and it is also debited with a contribution from its net earnings to the Company's Provident Fund calculated at the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*— } As noted under 2 (*e*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Durbar to determine agreement.*— } The agreement may be terminated at any time
(viii) *Power of the Company to determine agreement* — } on one year's notice from either side to expire on the 30th June or 31st December in any year.

(ix) *Term of contract* [*if not determined under* (*vii*) *and* (*viii*)].—Not specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1902	78·80	22,53,598	2,22,573	76,367	3·39	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.	54	65·69
1903	88·00	23,60,528	2,60,550	7,467	0·32		60	97·13
1904	94·49	24,64,882	2,98,906	1,26,426	5·13		65	57·70
1905	94·49	24,72,909	3,72,467	2,04,004	8·25		76	45·23
1906	94·48	24,75,537	3,94,817	1,78,665	7·22		80	54·75
1907	94·48	25,62,795	4,69,515	2,62,120	10·23		95	44·17
1908	94·48	25,94,874	4,66,069	2,44,526	9·42		95	47·53
1909	94·48	25,99,530	4,98,182	2,81,813	10·84		101	43·43
1910	94·48	31,41,668	5,95,304	3,46,177	11·01		121	41·85
1911	94·48	37,35,219	6,22,730	3,59,443	9·62		127	42·28

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*p*) Rajpipla railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Anklesvar to Raj-Pardi	1-7-97	19·03	
Raj-Pardi to Umalla	19-1-99	4·95	
Umalla to Amletha	1-6-99	7·85	
Amletha to Nándod	20-7-99	5·54	
			37·37

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted chiefly with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is I in 150.

Agreement and contract—

Agreement, dated the 19th March 1900, *between the Rajpipla State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Rajpipla railway.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

Main provisions of agreement and contract—

(i) *Land.*—Provided free of cost by the Rajpipla State.

(ii) *Government aid.*—The line is the property of the Rajpipla State (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India railway as part of the Company's system.

(iii) *Terms of working.*— } The Rajpipla railway is debited with the actual cost of working *plus* a sum equal to 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) in the half year for supervision; and in addition thereto a contribution from its net earnings to the Company's Provident Fund calculated on the basis of the Bombay, Baroda and Central India railway Provident Fund rules 6, 7 and 8.

(iv) *Distribution of profits.*— }

(v) *Rates and fares.*— } As under 2 (*o*), Gaekwar's Dabhoi railway (2′ 6″ gauge).

(vi) *Special obligations as to the conveyance of.*— }

(*a*) Mails, troops, high Government officials and Government stores.— }

(*b*) Government bullion and coin and the persons in charge thereof.— }

(vii) *Power of the Rajpipla State to determine agreement.*— } The agreement may be determined by either party, at the end of any calendar half year, on one year's notice from either side.

(viii) *Power of the Company to determine agreement.*— }

(ix) *Term of agreement* [*if not determined under* (*vii*) *and* (*viii*)].—Not specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	37·37	13,05,415	38,726	10,131	0·78	20	73·84
1903	37·37	13,04,281	44,830	10,674	0·82	23	76·19
1904	37·37	13,04,522	49,207	16,890	1·29	25	65·68
1905	37·37	13,04,522	62,017	28,194	2·16	32	54·54
1906	37·37	13,04,867	67,137	32,526	2·49	35	51·55
1907	37·37	13,51,850	80,183	42,829	3·17	41	46·59
1908	37·37	13,53,352	81,269	27,482	2·03	42	66·18
1909	37·37	13,61,118	83,439	28,888	2·12	43	65·38
1910	37·37	13,64,149	1,02,324	41,189	3·02	53	59·75
1911	37·37	13,90,221	1,23,490	54,836	3·94	64	55·59

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (t)}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*concld.*

2 (*q*) Billimora-Kalamba railway (2′ 6″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned in 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Billimora to Kalamba (sanctioned on 5th July 1911)	...	34·82	34·82

2 (*r*) Broach-Jambusar Branch railway (2′ 6″ gauge)—

The construction of this line as an integral part of the Bombay, Baroda and Central India railway was sanctioned in 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Broach to Jambusar (sanctioned on 28th April 1911)	...	29·15	29·15

2 (*s*) Kosamba-Zankavav railway (2′ 6″ gauge)—

The construction of this line by the Bombay, Baroda and Central India Railway Company from funds provided by the Gaekwar of Baroda was sanctioned in 1907.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Kósambá to Zankavav (sanctioned on 18th October 1907)	...	26·12	26·12

2 (*t*) Petlad-Vaso railway (2′ 6″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned in 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Petlad to Vaso (sanctioned on 7th June 1911)	...	15·74	15·74

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

CALCUTTA PORT COMMISSIONERS' RAILWAY (5′ 6″ gauge).—

The railway serves the godowns, warehouses, jetties, workshops, jute, sugar, tea, rice and grain depôts, timber yards, mills and coal depôts on both the Calcutta and Howrah Foreshores, and is used for goods traffic only. The railway is of a single track, but there are a large number of sidings for crossing trains and loading goods.

The first section, from Chandpal Ghât to Kidderpore Docks, was laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. It was opened to general goods traffic in 1891.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Lines on the Calcutta Foreshore—				
Main line—				
Cossipore (Gun Foundry Road) to Bagh Bazar	1-6-78	1·14		
Bagh Bazar to Meerbohur Ghât	1-11-75	1·76		
Meerbohur Ghât to Jetties	1-6-78	0·84		
Jetties to Chandpal Ghât	1-12-80	0·32		
Chandpal Ghât to Kidderpore Docks (Graving Dock)	1-1-87	2·16		
Graving Dock to Chetla	0-0-93	3·20		
			9·42	
Branches—				
Graving Dock to Majherat	0-0-93	2·34		
Dock Junction to Bengal-Nagpur railway junction	0-0-01	1·35		
			3·69	
Line on the Howrah Foreshore—				
Telkul Ghât *vid* Bhurpara Khal to Shalimar	31-12-01	...	2·23	
				15·34

Details of construction—

Permanent-way.—The Cossipore-Chandpal Ghât section is laid partly with iron and partly with steel rails weighing 60 and-75 lbs. to the yard on Maclellan's patent sleepers and sâl sleepers. The Chandpal Ghât-Kidderpore Dock section is laid partly with new rails on Maclellan's patent sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron chairs spiked on sâl sleepers. The Dock section is laid with 60-lb. and 75-lb. flanged and double-headed rails laid on wooden sleepers.

Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with ballast. On the Shalimar branch, packing is done with 1st class *jhama* ballast.

Fencing.—The line is fenced throughout. The Chandpal Ghât-Kidderpore Dock section is fenced on both sides.

Curves.—The radius of the sharpest curve is 250 feet.

Gradients.—The ruling gradient is 1 in 300.

Contract—

Nil. The line was constructed by the Port Commissioners out of Port Trust Funds and is maintained and worked by them. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 37,292 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred to the Commissioners by Government.

Statistics of working—Not available.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. EASTERN BENGAL RAILWAY SYSTEM—

Lines comprised in the system.—The Eastern Bengal railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Eastern Bengal railway (5′ 6″ gauge)	512·16	65·57	577·73
(*b*) Eastern Bengal railway (3′ 3⅜″ gauge)	962·22	69·55	1,031·77
(*b*) Eastern Bengal railway (2′ 6″ gauge)	35·24	...	35·24
(*c*) Cooch Behar railway (3′ 3⅜″ gauge)	33·09	...	33·09
(*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)	55·22	...	55·22
Total	1,597·93	135·12	1,733·05

Running powers—

Foreign line over home line :—

East Indian railway . { Naihati to Majherat, including Kakurgachi Chord } for goods trains only . { 33·25 / 1·75 } = 35·00
{ Canal Junction to Chitpore }

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—

Progress in opening.—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
EASTERN SECTION—					
Main line—					
Calcutta to Ranaghat	29-9-62	45·25			
Ranaghat to Jagati Junction	15-11-62	61·83			
Jagati Junction to mile 145	1-1-71	37·88			
	20-6-11	0·73			
Mile 145 to Pachooria Junction	1-4-90	3·16			
Pachooria Junction to new Goalundo	22-10-98	6·38			
Branches—			155·23		
Jagati Junction to river Ganges (*Kushtia branch*)	16-2-64	3·77			
Kushtia loop line	1-8-81	1·17			
Canal Junction to Chitpore (*Chitpore branch*)	25-8-73	1·88			
Portion in Chitpore yard for goods traffic	13-4-88	0·12			
Pachooria Junction to Shivarampore (Faridpur branch.)	20-10-98	8·77			
Shivarampore to Faridpur	9-4-99	7·43			
Durgapur Ghat Line	1-7-07	4·51			
Churni Extension	1-1-02	1·50			
Extensions to Chitpore Terminus (Belgachhi bridge to Cossipore).	1-3-03	0·68			
	1-9-03	0·98			
Pattipooker to Chitpore connection	4-12-10	1·17			
Kakurgachi Chord—			31·98		
Kakurgachi Road to Gobra	1-2-07	2·26			
Damukdia branch—			2·26		
Poradaha to Bhairamara	19-1-78	11·79			
Bhairamara to Golabnuggur (Damukdia)	8-12-83	7·41			
Extension of Damukdia Ghat line to Raita	9-11-10	5·20			
Golbathan Extension	1-1-02	2·28			
Murshidabad branch—			26·68		
Ranaghat to Bhagwangola	1-9-05	88·85			
Bhagwangola to Krishnapur	10-11-05	5·90			
Krishnapur to Lalgola Ghat	15-7-07	2·75	97·50		
TOTAL, EASTERN SECTION	...	...	...	313·65	
SOUTHERN SECTION—					
Main line—					
Calcutta (Beliaghata) to Sonarpur	2-1-62	10·00			
Sonarpur to Baruipur	10-6-82	5·30			
Baruipur to Magra Hat	18-12-82	9·55			
Magra Hat to Diamond Harbour	25-4-83	12·69			
Diamond Harbour towards Hara Fort	25-4-83	0·42			
Junction with Eastern section	15-8-85	0·41			
Branches—			38·37		
Canning branch—					
Sonarpur to Champahati	2-1-62	5·00			
Champahati to Port Canning	15-5-63	12·79			
Bansra diversion extension	5-3-00	0·25			
	17-11-02	0·75			
Budge-Budge branch—			18·79		
Ballygunge to Budge-Budge	1-5-90	13·66			
			13·66		
TOTAL, SOUTHERN SECTION	...	...	...	70·82	
Total, carried over	...	...	...	384·47	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward .	...	...	...	384·47	
CENTRAL SECTION—					
Main line—					
Dum-Dum Junction to Dattapukur . .	2-4-83	14·25			
Dattapukur to Gobardanga	7-12-83	17·00			
Gobardanga to Bongong	22-4-84	12·00			
Bongong to Khoolna	16-2-84	61·26			
			104·51		
Branches—					
Ranaghat to Bongong	16-10-82	20·50			
Dum-Dum Cantonment to Pattipooker . .	1-8-04	2·68			
			23·18	127·69	
TOTAL LENGTH OPEN . .	...	...	...	512·16	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Lower Ganges bridge—Bhairamara to Junction with Eastern Bengal railway near Gopalpur (sanctioned on 10th December 1908).	...	14·22			
Dum Dum Junction to Canal Junction (sanctioned on 30th June 1910).	...	2·84			
Sara to Santahar (sanctioned on 28th December 1911).	...	48·51			
			65·57	65·57	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	577·73	
DOUBLE LINE EASTERN AND SOUTHERN SECTIONS—					
Calcutta to Naihati	1-8-86	*20·10			* Excluding the quadruple length.
	21-3-87	0·26			
Naihati to Kanchrapara	20-4-92	4·69			
Kanchrapara to Ranaghat	12-11-92	17·56			
Ranaghat to Aranghata	7-8-97	5·50			
Aranghata to Bogoola	17-9-97	6·75			
Bogoola to Shibnibash	3-11-97	6·65			
	17-11-98	0·75			
	29-11-09	0·15			
Shibnibash to Dursuna	17-9-97	9·50			
Dursuna to Poradaha	7-8-97	27·58			
	27-11-09	0·24			
Canal Junction to Chitpore	13-4-88	1·88			
Kakurgachi to Gobra	1-2-07	2·26			
Sealdah to Ballygunge	20-10-88	3·50			
	19-9-90	0·36			
Ballygunge to Majherat	20-11-93	4·00			
Total double line .	...	...	111·73		
QUADRUPLE LINE—					
Kakurgachi to Dum Dum	1-2-07	3·13	3·13		

Details of construction—

Permanent-way.—The double line portion of the Eastern section is laid with steel rails throughout. On both the up and down roads between Calcutta and Naihati including the quadrupled portion below Dum Dum and the Kakurgachi Chord line, the permanent-way consists of 85-lb. bull-headed rails laid on Denham-Olphert's cast iron sleepers, with wooden sleepers at the joints. From Naihati to Ranaghat both the roads have been relaid with 90-lb. flat-footed rails on wooden sleepers except a few short lengths on cast iron sleepers. Above Ranaghat and up to Poradaha where the double line ends the up road has been relaid with 90-lb. flat-footed rails on timber sleepers; while the down road which consists of 75-lb. double-headed rails on cast iron sleepers is being relaid with 90-lb. flat-footed rails.

On the single line portion of the Eastern section, the Damukdia branch from Bhairamara to Poradaha and the whole of the Faridpur branch have been relaid with 90-lb. flat-footed steel rails on timber

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

sleepers. The Pattipooker-Chitpore connection line is laid with 90-lb. flat-footed steel rails on wooden sleepers; the Churni branch is laid with second hand 62-lb. flat-footed steel rails and the Murshidabad branch with 75-lb. new pattern flat-footed steel rails on wooden sleepers. The rest of the line is chiefly laid with 75-lb. double-headed steel rails; while a few short branches near the Ghat Stations at Goalundo and Damukdia are still laid with scratch permanent-way.

The double line portion of the Southern section and the Budge-Budge branch are laid with 85-lb bull-headed steel rails, the greater part on cast iron sleepers; the single line portion of the section including the Canning branch is laid with 73-lb. double-headed steel rails. The line from Sonarpur to Canning is laid with wooden sleepers, but the rest of the section has Denham-Olphert's sleepers.

The main line of the Central section from Dum-Dum Junction station to Khoolna and the Pattipooker branch have been relaid with 90-lb. flat-footed steel rails on wooden sleepers. The Ranaghat branch is still laid with 62-lb. rails, but the relaying of this branch with 90-lb. rails is being taken in hand at once.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The Canning line and the Faridpur branch are practically unballasted.

Fencing.—The whole of the Eastern section is fenced, except between Panchooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced except the Canning branch. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient over the numerous navigation bridges is 1 in 300; elsewhere it is 1 in 1,000.

Contracts.—

Nil. The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.) –

TABLE I. | TABLE II.

Includes the Eastern Bengal railway 3′ 3½″ and 2′ 6″ gauge sections, 3 (*b*).

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 .	673·21	9,36,48,486	1,05,19,210	55,25,424	5·90	28,83,744	20,11,011	+6,30,669	283	47·47
1889 .	746·40	9,73,16,143	1,11,76,674	61,91,625	6·36	30,18,703	20,43,953	+11,28,969	282	44·60
1890 .	763·90	10,04,93,109	1,14,78,382	60,70,323	6·04	30,96,150	18,14,110	+11,60,063	271	47·12
1891 .	776·57	10,19,64,787	1,26,75,440	65,32,100	6·40	32,01,166	19,48,198	+13,82,736	294	48·47
1892 .	812·35	10,48,66,143	1,15,56,446	62,33,727	5·94	33,53,707	21,86,396	+ 6,93,624	270	46·06
1893 .	812·71	10,56,47,715	1,20,51,147	66,35,138	6·28	33,88,241	22,14,254	+10,32,643	283	44·94
1894 .	812·96	10,61,71,400	1,40,15,726	83,53,559	7·87	34,72,411	25,21,063	+23,60,085	314	40·40
1895 .	813·65	10,76,16,616	1,45,09,739	89,74,474	8·34	35,12,105	25,10,875	+29,51,494	328	38·15
1896 .	814·39	11,02,05,096	1,50,81,670	90,02,286	8·17	35,15,387	23,46,898	+31,40,001	344	40·31
1897 .	817·88	11,51,93,689	1,47,62,233	80,66,998	7·00	37,20,343	22,13,438	+21,33,212	336	45·35
1898 .	827·37	11,82,79,103	1,47,17,879	83,35,064	7·05	38,62,725	21,01,651	+23,70,688	334	43·37
1899 .	832·18	12,20,74,261	1,56,12,436	83,01,083	6·80	39,79,133	20,83,534	+22,38,416	348	46·88
1900 .	843·04	12,62,77,100	1,71,00,460	92,46,424	7·32	41,82,033	20,87,252	+29,77,139	376	45·93
1901 .	854·39	13,24,19,708	1,65,99,440	83,08,281	6·27	43,55,321	20,93,467	+18,59,493	360	49·95
1902 .	898·18	14,04,06,863	1,78,93,098	91,48,340	6·52	46,69,423	20,88,413	+23,90,504	381	48·87
1903 .	897·87	15,21,86,102	1,81,52,429	88,57,094	5·82	50,13,335	20,87,434	+17,56,325	375	51·20
1904 .	971·31	16,55,23,769	1,94,63,098	88,23,372	5·33	54,62,375	20,87,434	+12,39,966	374	54·67
1905 .	1,234·98	19,08,88,052	2,03,73,194	96,19,904	5·04	59,23,924	20,87,434	+16,08,546	348	52·78
1906 .	1,271·29	20,23,66,593	2,46,31,081	1,06,08,661	5·24	68,54,092	20,87,434	+16,67,135	360	56·93
1907 .	1,273·61	21,54,21,452	2,65,68,569	1,03,15,781	4·79	63,94,610	20,87,434	+18,33,737	389	61·17
1908 .	1,274·47	22,87,26,095	2,73,15,420	81,99,105	3·58	70,30,092	20,87,434	—9,18,421	412	69·98
1909 .	1,503·09	24,27,44,601	2,77,24,064	97,10,666	4·00	73,15,941	20,87,434	+3,07,291	355	64·97
1910 .	1,507·73	25,55,91,026	2,83,74,562	1,16,98,257	4·58	75,34,551	20,87,434	+20,76,272	366	58·77
1911 .	1,509·62	27,11,51,904	3,15,19,633	1,17,55,233	4·33	79,48,531	20,87,434	+17,19,268	402	62·70

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*b*) Eastern Bengal railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—(*Sara to Siliguri*).					
Sara to Atrai	19-1-78	38·75			
Atrai to Jalpaiguri	28-8-77	134·25			
Jalpaiguri to Siliguri	10-6-78	23·85			
			196·85		
Manihari Ghat to Gauhati—					
Manihari Ghat to Katihar	1-4-87	18 70			
Junction with the Bengal and North-Western railway at Katihar.	8-3-01	0·69			
Katihar to Rayganj	1-7-89	37·49			
Rayganj to Dinagepore	15-2-88	32·68			
Dinagepore to Chirir Bandar	16-5-84	8·75			
Chirir Bandar to Parbatipur Junction	1-7-83	10·01			
Parbatipur Junction to Shampur	19-5-78	15·74			
Shampur to Rungpore	2-7-78	7·50			
Rungpore to Kaunia	1-6-79	11·25			
*Kaunia to Mogalhat (including Teesta Bridge)	1-4-01	16·92			*The line between Teesta Junction and Mogalhat was originally opened on the 2′ 6″ gauge as a part of the Kaunia-Dhubri (2′ 6″ gauge) branch on 6th January 1932.
Mogalhat to Gitaldaha Junction	2-1-02	1·66			
Gitaldaha to Golakganj	23-9-02	24·91			
Golakganj to Kokrajhar	1-2-06	35·75			
Kokrajhar to Sorbhog	1-3-09	39·73			
Sorbhog to Amingaon (on the right bank of the Brahmaputra).	1-4-09	67·27			
Pandu (on the left bank of the Brahmaputra) to Gauhati.	1-1-10	5·00			
			334·25		
Loop Line—					
Santahar to Bogra	1-4-99	24·50			
Bogra to Mohimaganj	5-4-00	22·02			
Mohimaganj to Bonarpara	1-8-00	4·60			
Bonarpara to Kaunia	1-7-05	44·47			
			95·59		
Branch lines—					
Kosi branch—					
Katihar to Kasba	1-4-87	22·10			
Kasba to Forbesganj	1-7-89	37·97			
Forbesganj to Jogbani	15-2-09	7·40			
			67·47		
Godagari extension—					
Katihar to Godagari	1-1-09	106·29			
			106·29		
Kissengunge branch—					
Barsoi to Kissengunge	15-12-92	35·11			
			35·11		
Total carried over	...	...	...	835·56	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*b*) Eastern Bengal railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Mileage.	Total.	Grand total.	Remarks.
Brought forward . .	...	...	...	835·56	
*SANTRABARI EXTENSION OF THE COOCH BEHAR RAILWAY(BRITISH SECTION)—					* This line was originally on the 2′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge up to Raja Bhat Khawa from 13th April and up to Jainti from 1st May 1910.
South bank of Kaljani river to Alipur Duar .	18-1-00	0·64			
Alipur Duar to Raja Bhat Khawa . . .	5-4-00	9·97			
Raja Bhat Khawa to Jainti	1-2-01	9·18	19·79		
Dhubri branch—					
Golakganj to Dhubri	23-9-02	12·25	12·25		
Fulchhari branch—					
Bonarpara to Fulchhari	1-9-00	8·25	8·25		
DACCA SECTION—					
Main line—					
Narayanganj to Dacca	4-1-85	10·25			
Dacca to Jaydebpur	1-8-85	20·10			
Jaydebpur to Gafargaon	1-8-85	32·50			
Gafargaon to Mymensingh	1-8-85	23·52	86·37		
				126·66	
TOTAL LENGTH OPEN .	...	...	...	962·22	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Rangiya to Tangla (sanctioned on 14th December 1909).	...	24·30			
Singhjani to Fulchhari (sanctioned on 21st December 1910).	...	27·82			
Raja Bhat Khawa to Dalsingpara (sanctioned on 12th October 1911.)	...	17·43	69·55		
				69·55	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	1,031·77	

Details of construction—

Permanent-way.—The permanent-way on the whole of the 3′ 3⅜″ gauge section consists of 50-lb. flat-footed steel rails on timber sleepers, with the following exceptions:—

Manihari Ghat to Katihar, Katihar to Jogbani, Golakganj to Dhubri, and the Santrabari extension of the Cooch Behar railway (British section) which are laid with 41¼-lb. flat-footed steel rails on timber sleepers; and the Dacca section where it is of second hand 64-lb. double-headed steel rails for about 9 miles and second hand 62-lb. flat-footed steel rails for the remainder with a small portion in certain station yards which are still laid with 41¼-lbs. flat-footed steel rails.

Ballast.—The whole of the line, except the portion from Golakganj Junction to Dhubri, and Forbesganj to Jogbani is ballasted or shortly to be ballasted. The ballast is brick, stone or shingle.

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension, the Santrabari extension of the Cooch Behar railway (British section) and the portions from Golakganj Junction to Dhubri, Dacca to Mymensingh and Forbesganj to Jogbani.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient on the 3′ 3⅜″ gauge is 1 in 200. It occurs at the approaches of large bridges and fairly frequently on the Gauhati extension. On the British section of the Santrabari extension of the Cooch Behar railway the ruling gradient on the last few miles near the Hills is 1 in 100, but there is a small length of 1 in 50 between Buxa road and Jainti.

Contracts—

As noted under 3 (*a*), Eastern Bengal railway (5′ 6″ gauge).

Statistics of working—

Included with 5′ 6″ gauge section, 3 (*a*).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*b*) Eastern Bengal railway (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge and now forms part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Ranaghat-Krishnagar branch—			
Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar .	5-4-99	20·25	
Teesta-Kurigram branch—			
Teesta Junction to Kurigram	18-7-81	14·99	
			35·24

Details of construction—

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sâl.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted and the Teesta-Kurigram branch is not ballasted.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200.

Contracts.—

As noted under 3 (*a*), Eastern Bengal railway (5′ 6″ gauge).

Statistics of working.—

Included with 5′ 6″ gauge section, 3 (*a*).

3 (*c*) Cooch Behar railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—					
Gitaldaha to Manshahi Junction	15-9-93	18·31			
Manshahi Junction to the town of Cooch Behar .	15-12-98	3·22			
Torsa Bridge	16-5-00	0·11			
			21·64		This line was originally on the 2′ 6″ gauge but was converted to, and opened on, the 3′ 3⅜″ gauge up to Cooch Behar from 14th February 1910 and up to the end of the Native State section from 1st May 1910.
Cooch Behar-Santrabari extension (Native State section)—					
Cooch Behar to temporary Alipur Duar (Kholta) .	15-4-99	10·96			
Temporary Alipur Duar (Kholta) to the South Bank of the Kaljani River.	18-1-00	0·49			
			11·45		
				33·09	

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 41¼-lb. per yard, laid on sâl sleepers.

Ballast.—The line is laid without ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (c) Cooch Behar railway (3′ 3⅜″ gauge)—*concld.*

Agreement—

Dated the 25th February 1907, having effect from the 1st January 1907, *between the Secretary of State and His Highness the Maharaja of Cooch Behar*, as to the management, maintenance and working of the Cooch Behar railway by the Eastern Bengal railway.

Main provisions of agreement—

(i) *Land*— } The railway is the property of the Cooch Behar Durbar, which provides all
(ii) *Government aid.*— } funds not contemplated in clause 2 of the agreement required for the completion and equipment of the line from time to time, and it is managed, maintained and worked by the agency of the Eastern Bengal railway.

(iii) *Terms of working.*— } For management, maintenance and working, the Eastern Bengal railway
(iv) *Distribution of profits.*— } retains 40 per cent of the gross earnings: provided that when the stock of the Eastern Bengal railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal railway retains up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The remainder, being the net earnings of the Branch, is paid over to the Durbar.

(v) *Rates and fares.*—The Administration of the Eastern Bengal railway has full control over the rates and fares on the Cooch Behar railway, subject to the maxima and minima prescribed by the Government of India in schedule A. appended to the agreement (certain station to station rates applicable after the opening of the Dharlla bridge are prescribed in schedule B. to the agreement).

(vi) *Special obligations as to the conveyance of.*—

(a) Mails, troops, police, high Government officials and Government stores.—Mails are conveyed in accordance with rules in force on State railways. There is no special provision in the agreement for the carriage of troops, high Government officials and Government stores.

(b) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Government to determine agreement.*— } Terminable on the expiry of six
(viii) *Power of the Cooch Behar Durbar to determine agreement.*— } months' notice from either side.

(ix) *Term of agreement.*—Until determined under (vii) and (viii).

Statistics of working (Those for the periods prior to 1902 will be found in appendix 38 to the Report for 1907).—

Table I.						Table II.		
Calendar year	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)	(3)
	Miles.	Rs.	Rs.	Rs.		Rs.		
1902 . .	33·60	13,95,7[illegible]6	1,24,741	74,152	5·33	71	40·31	*The increase in 1906 and 1907, and the decrease in 1909, are chiefly due to the cost of repairs of damages caused by floods in 1906, which were originally debited to Revenue in 1906, and 1907, having been written back to capital in 1909. †The increase is due chiefly to the debit to Revenue of the cost of repairs of flood damages.
1903 . .	33·60	14,91,329	1,42,540	83,8[illegible]4	5·62	82	41·19	
1904 . .	33·60	14,71,331	1,47,575	86,996	5·91	84	41·05	
1905 . .	33·60	14,82,893	1,4[illegible]48[illegible]	86,[illegible]33	5·82	85	41·20	
1906 . .	33·60	14,87,786	1,68,7[illegible]1	77,315	[illegible]	97	53·89*	
1907 . .	33·60	15,20,857	1,79,263	91,424	6·01	103	48·97*	
1908 . .	33·60	15,17,033	1,96,254	1,14,833	7·57	112	41·48	
1909 . .	33·60	17,71,553	1,91,077	1,39,144	7·85	109	27·17*	
1910 . .	33·27	20,45,637	2,03,510	1,08,039	5·28	118	46·91†	
1911 . .	33·09	19,08,477	2,61,711	1,18,369	6·20	152	45·23	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Mymensingh to Singhjani	15-10-98	33·32	
Singhjani to Jagannathganj	15-10-99	21·90	
			55·22

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,685 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Agreements and contract—

Agreement, dated the 6th January 1897 (called the preliminary agreement)
Contract, dated the 6th January 1897 (called the scheduled contract), } *between the Secretary of State and the India General Steam Navigation Company* (called the Old Company), as to the construction, management, maintenance and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

Agreement, dated the 3rd October 1899, supplemental to the preliminary agreement and scheduled contract of 1897, *between the India General Steam Navigation Company* (called the Old Company) and Messrs. W. H. Cheetham, C. C. Kilburn, and A. Pointon, merchants, the liquidators thereof, *the India General Navigation and Railway Company* (called the New Company), *and the Secretary of State*, as to the substitution, as from the 1st July 1899, of the New Company for the Old Company as a party to the preliminary agreement and the scheduled contract, respectively, and for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway Head Office from Calcutta to London.

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—For the more convenient and economical construction of the railway its execution was undertaken by the Government, who also stock, manage, maintain and work it, through the agency of the Eastern Bengal railway. The Government agrees to allow the Company, in respect of each calendar year, by way of rebate, such a sum not exceeding in any year the net earnings from traffic interchanged between the Eastern Bengal railway system and the Company's railway only, as shall together with the Company's net earnings for the year, make up 3½ per cent per annum, on the actual capital expenditure on the branch. (Mymensingh is to be considered a station on the Eastern Bengal railway system, and cross traffic passing over the Company's line when booked through between stations on the Dacca-Mymensingh section and other stations on the Eastern Bengal railway is not to be taken into account in calculating rebate).

(iii) *Terms of working.*— } For management, maintenance, working and the use of rolling-stock
(iv) *Distribution of profits.*— } the Eastern Bengal railway retains 45 per cent of the gross earnings of the branch; the remainder, being the net earnings, is paid over to the Company.

(v) *Rates and fares.*—To be arranged between the Government and the working agency, subject to the condition that they are to be within the maxima and minima, and that the classification of goods is to be in conformity with that in force on the Eastern Bengal railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, Troops, Police, high Government officials and Government stores.— } Not specified.
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contract.*—Government may determine the contract on 12 months' notice either on—

(*a*) the 31st December 1919, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the amount of the average yearly net earnings, not including rebate payments, derived by the Company from the branch railway during the three years immediately preceding the time at which the contract is determined, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such total capital expenditure; or

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d).}}$ **EASTERN BENGAL RAILWAY SYSTEM—*concld.***

3 (*d*) Mymensingh-Jamalpur-Jagannathganj railway (3' 3⅜" gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(*b*) on the 31st December 1948, in which case the Government undertake to pay to the Company a sum equal to the total capital expenditure in rupees.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

	TABLE I.								TABLE II.		
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	REMARKS.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)	(3)
	Miles.	Rs.	*Rs.	Rs.		Rs.	Rs.		Rs.		
1898	33·07	10,44,638	7,660	4,213	0·40	...	4,213	0·40	27	45·00	
1899	53·37	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35	45·00	
1900	53·37	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00	
1901	53·37	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43	60	45·00	
1902	53·14	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00	*The increase is due to the addition of charges for expenditure incurred on terminals at Jagannathganj with those for working by the Eastern Bengal railway.
1903	52·70	23,28,917	2,22,825	1,19,573	5·13	...	1,19,573	5·13	82	*46·34	
1904	51·37	23,51,113	2,21,168	1,18,336	5·03	...	1,18,336	5·03	81	*46·49	
1905	50·69	23,86,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81	*45·19	
1906	53·22	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	103	*45·03	
1907	53·90	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50	122	45·00	
1908	53·91	24,50,870	3,94,866	2,17,176	8·86	...	2,17,176	8·86	141	45·00	
1909	54·55	24,84,174	3,80,917	2,09,504	8·43	...	2,09,504	8·43	134	45·00	
1910	55·51	25,31,451	3,78,228	2,08,025	8·22	...	2,08,025	8·22	133	45·00	
1911	55·22	25,72,135	3,96,262	2,17,944	8·47	...	2,17,944	8·47	137	45·00	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Secretary.—Charles W. Young, Esq.
Offices.—28-30 Nicholas Lane, London, E. C.

Lines comprised in the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway {(5′ 6″ gauge) 2,261·74 miles; (3′ 3⅜″ gauge) 4·12 miles}	2,265·86	149·50	2,415·36
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	192·12	...	192·12
(*c*) South Behar railway (5′ 6″ gauge)	79·19	...	79·19
(*d*) Tarkessur railway (5′ 6″ gauge)	22·21	...	22·21
Total	2,559·38	149·50	2,708·88

Running powers—

	Miles.
Home line over Foreign lines :—	
Idgah Agra to Agra Fort, Rajputana-Malwa railway, for goods trains only	1·24
Naihati to Majherat, Eastern Bengal railway, for goods trains only	31·25
Canal Junction to Chitpore „ „ „ „ „ „	1·75
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand railway, for certain passenger trains only	10·00
Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only	1·46
Total	45·70
Foreign lines over Home line :—	
Bengal-Nagpur railway at Katni, for passenger and goods trains	0·30
„ „ „ at Katrasgarh, for passenger and goods trains	0·66
„ „ „ at Asansol, for passenger and goods trains	0·50
„ „ „ at Howrah for passenger trains only	1·00
Great Indian Peninsula railway at Cawnpore, for passenger trains 0·97 mile and for goods trains 0·52 mile	1·49
„ „ „ at Katni for goods trains only	0·38
„ „ „ at Manikpur, for passenger and goods trains	0·63
North Western and Oudh and Rohilkhand railways, Ghaziabad to Delhi, for passenger and goods trains	13·00
Total	17·96

4 (*a*) East Indian railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Howrah to Hooghly	15-8-54	23·23		
Hooghly to Pundooah	1-9-54	14·31		
Pundooah to Khana Junction	3-2-55	36·94		
Khana Junction to Raneegunge	3-2-55	45·71		
Raneegunge to Siarsol (near Asansol)	21-7-63	1·70		
Siarsol (near Asansol) to Sitarampur	1-1-65	15·15		
Sitarampur to Luckeeserai Junction	1-1-71	124·64		
Luckeeserai to Dinapore	17-11-62	82·42		
Dinapore to Moghal Sarai	22-12-62	125·92		
Moghal Sarai to Mirzapur	1-1-64	39·28		
Mirzapur to South Bank, Jumna	4-4-64	52·64		
Jumna Bridge to Allahabad	15-8-65	2·75		
Allahabad to Cawnpore	3-3-59	119·47		
Cawnpore to Etawah	1-7-61	86·46		
Etawah to Shikohabad	13-11-61	34·39		
Shikohabad to Tundla Junction	1-4-62	22·92		
Tundla Junction to Aligarh	1-3-63	48·56		
Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54		
Chola to Delhi (South Bank, Jumna)	1-8-64	41·27		
Delhi Terminus	1-1-67	1·78		
Loop line—			955·08	
Khana Junction to River Adjai	3-10-58	19·00		
River Adjai to Sainthia	3-9-59	25·12		
Sainthia to Tinpahar	15-10-60	76·12		
Tinpahar to Bhagalpur	1-11-61	69·12		
Bhagalpur to Jamalpur	10-2-62	33·03		
Jamalpur to Kiul	17-11-62	28·00		
			250·39	
				1,205·47
Grand Chord—				
Sitarampur to Barakar	1-1-65	5·43		
Barakar to Dhanbaid	20-5-94	25·75		
Dhanbaid to Paharpur	1-1-07	103·71		
Paharpur to Manpur	15-8-06	17·42		
Gya to Moghal Sarai	1-8-00	126·11		
			278·42	
Branches—				
Bhadreswar branch—				
Bhadreswar Junction to the river bank	6-12-82	2·60	2·60	
				281·02
Carried over	...	...	...	1,486·49

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$ **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Brought forward .	...	...	...	1,486·49
Hooghly bridge branch—				
Hooghly Junction to Naihati	15-3-87	4·47	4·47	
Ondal loop—				
Ondal to Baboisole	1-5-61	2·03		
Baboisole to Mangalpur	1-1-63	2·74		
Mangalpur to Toposi	2-2-63	2·65		
Toposi to Ikrah Junction	15-4-94	2·42		
Ikrah Junction to Gaurangdi	1-6-95	14·16		
Gaurangdi to Rupnarainpur	30-3-95	7·54	31·54	
Ikrah branch—				
Ikrah Junction to Barabani	15-4-94	8·40		
Barabani to Sitarampur	15-4-02	7·69	16·09	
Katras branch—				
Dhanbaid to Katrasgarh	20-5-94	9·11	9·11	
Salanpur branch—				
Salanpur to Shamdi	7-9-94 1-1-97	4·29 1·24	5·53	
Chanch branch—				
Chanch block hut to mile 197·30	1-2-93 5-8-96	2·88 1·00	3·88	
Barabani extension—				
Toposi to Barabani	15-6-08	3·79	3·79	
Ondal-Sainthia Chord—				
Ondal to Sainthia	1-1-07	42·94	42·94	
Shikohabad-Farukhabad branch—				
Shikohabad to Mainpuri	1-3-05	29·71		
Mainpuri to Bhongaon	17-8-05	8·63		
Bhongaon to Farukhabad	1-1-06	27·06	65·40	
Hapur branch—				
Khurja to Hapur	15-4-07	38·87	38·87	
Pandra branch—				
From Pandra block hut to mile 151·41 on Pandra branch . .	26-11-00	2·66	2·66	
Damuda branch—				
Kusunda station to the Damoodur river	30-6-95 15-7-96	8·00 1·77	9·77	
Giridih branch—				
Madhupur Junction to Giridih	1-1-71	26·70	26·70	
Colliery lines—				
Katras-Khanoodih extension—				
Katrasgarh to Khanoodih	7-3-03	7·17		
Dhanbaid-Jharia Chord—				
Dhanbaid to Jharia	1-5-03	3·75		
Katras-Mulkera cross connection—				
Northern half of connection	15-8-03	0·66	11·58	
Kusunda-Tetulmari extension (including portion of Chandur branch).	20-4-07	3 15	3·15	
Mokameh Ghât branch—				
Tal Junction to Mokameh Junction *viâ* Mokameh Ghât . . .	1-5-83	3·70	3·70	
Patna-Gya branch—				
Bankipore Junction to Bankipore	2-6-79	0·25		
Bankipore to Jehanabad	21-4-79	28·95		
Jehanabad to Gya	2-6-79	28·48	57·68	
Barun-Daltonganj branch—				
Sone East Bank (Barun) to Rajhara	3-5-02	67·30		
Rajhara to Daltonganj	15-12-92	10·72	78·02	
				414·88
Carried over .	...	...	...	1,901·37

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward .	...	...	...	1,901·37	
Digha Ghât branch—					
Bankipore Junction to Digha Ghât .	2-4-85	5·53	5·53		
Tarighat branch—					
Dildarnagar Junction to Tarighat .	5-10-80	12·00	12·00		
Patna Ghât branch—					
Patna to Patna Ghât . . .	17-11-62	0·87	0·87		
Benares chord—					
Dihwa Block hut to Bechupur (Oudh and Rohilkhand railway.)	14-5-10	1·18	1·18		
Jubbulpore branch—					
Naini Junction to Jubbulpore . .	1-8-67	224·49	224·49		
Allahabad Fort branch	3-3-59	2·33	2·33		
Cawnpore city branch	15-2-79	0·88	0·88		
Agra branch—					
Tundla Junction to Jumna bridge .	1-4-62	13·35			
Jumna bridge to Agra city (Agra direct access)	1-1-08	1·64	14·99		
Hathras city branch	1-11-98	5·58	5·58		
Branches on the loop line—					
Azimganj branch—					
Nalhati to Azimganj . . .	15-7-92	27·23	27·23		
Rajmehal branch—					
Tinpahar Junction to Rajmehal .	15-10-60	7·00	7·00		
Sakrigali branch—					
Sakrigali Junction to the river Ganges	1-1-94	1·45	1·45		
Mirza Chowki branch—					
Mirza Chowki to river side . .	1-3-09	0·33	0·33		
Maharajpur branch	30-11-98	1·40	1·40		
Sultangunge branch	6-5-95	1·16	1·16		
Dhulian branch—					
Barharwa to Dhulian Ganges . .	19-1-11	16·72	16·72		
Monghyr branch—					
Jamalpur Junction to Monghyr .	10-4-62	5·68	5·68		
Bausi branch—					
Bhagalpur to Bausi . . .	1-10-11	31·55	31·55		
Deoghur branch (3′ 3⅜″ gauge)—					
Baidyanath Junction to Deoghur .	23-12-82	4·12	4·12		
TOTAL, OPEN MILEAGE, EAST INDIAN RAILWAY. .	...	...	...	364·49 2,265·86	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Dhulian Ganges to Katwa (sanctioned on 5th March 1906)	...	84·70			
Hooghly to Katwa (sanctioned on 23rd June 1905).	...	64·80	149·50	149·50	
GRAND TOTAL, EAST INDIAN RAILWAY	...	...	...	2,415·36	
DOUBLE LINE—					
On the main line—					
Howrah to Serampore . . .	10-3-57	*8·81			* Excluding the quadruple and sextuple lengths.
Serampore to Chandernagore . .	1-2-58	8·38			
Chandernagore to Hooghly . .	1-5-58	3·11			
Hooghly to Magra . . .	1-10-58	5·49			
Magra to Pundooah . . .	25-2-59	8·82			
Pundooah to Burdwan . . .	1-10-59	†26·44			† Excluding the triple lengths.
Burdwan to Khana . . .	1-1-59	8·22			
Khana to Durgapur . . .	1-6-70	31·35			
Durgapur to Raneegunge . .	2-9-70	14·36			
Raneegunge to Sitarampur . .	19-12-70	†5·55			
Sitarampur to Luckeeserai . .	1-1-71	124·64			
Luckeeserai to Burhee . . .	22-6-60	9·82	254·99		
Carried over .	...	...	254·99		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward .	...	...	254·99		
DOUBLE LINE—*concld.*					
On the main line—concld.					
Burhee to Barh	22-2-68	27·10			
Barh to Futwah	11-1-68	25·87			
Futwah to Dinapore	20-3-67	19·63			
Dinapore to Bihta	13-8-68	10·93			
Bihta to Arrah	28-3-70	13·50			
Arrah to Buxar	13-8-68	42·67			
Buxar to Dildarnagar	15-4-82	22·46			
Dildarnagar to Zamania	20-5-82	8·59			
Zamania to Sakaldiha	20-9-82	16·28			
Sakaldiha to Moghal Sarai . . .	10-8-82	11·49			
Moghal Sarai to Ahraura Road . .	10-8-07	7·92			
Ahraura Road to Kylahat . . .	8-12-08	4·95			
Kylahat to Chunar	29-12-08	5·22			
Chunar to Dagmagpur	19-2-09	4·91			
Dagmagpur to Pahara	27-2-09	4·91			
Pahara to Jhingura	16-1-08	4·61			
Jhingura to Mirzapur	6-8-07	6·76			
Mirzapur to Bindhachal	6-7-11	3·86			
Bindhachal to Birohe	12-7-11	2·54			
Birohe to Gaipura	26-9-11	3·95			
Gaipura to Jigna	10-10-11	4·09			
Jigna to Mandah Road	16-11-11	4·47			
Mandah Road to Unchdih	30-11-11	4·44			
Unchdih to Meja Road	23-11-11	4·56			
Meja Road to Tonse bridge	26-10-11	2·83			
Tonse bridge to Bheerpur	10-4-11	4·67			
Bheerpur to Karchana	9-4-11	6·00			
Karchana to Chheoki	6-8-09	5·81			
Chheoki to Naini	31-1-07	1·25			
Naini to Allahabad	15-1-06	3·86			
Allahabad to Subadargunge	27-1-09	3·50			
Ghaziabad to Shahdara	20-2-02	8·13			
Shahdara to east side of Jumna bridge near Delhi	1-7-02	2·57			
On the branches—			304·33		
Hooghly bridge branch	15-3-87 } 1-7-04 }	4·47			
Sitarampur to Barakar	6-3-01	8·39			
Portion of Jharia branch	1-1-04	0·17			
Chanch to Mugma	29-9-05	3·78			
Mugma to Futka	29-1-06	3·16			
Futka to Kaloobathan	17-1-06	5·00			
Kaloobathan to Chhota Ambona . . .	21-3-06	3·38			
Chhota Ambona to Pradhankhunta . .	17-10-05	3·68			
Pradhankhunta to Dhanbaid	20-8-06 } 1-7-06 }	2·76 2·04			
Gurpa to Gujhandi (on the Gya-Katrasgarh line).	11-3-07	13·60			
			50·43		
Total double line .	...	...	...	609·75	
TRIPLE LINE—					
Debipur to Boinchee.	1-1-03	2·29			
Raneegunge to Asansol	22-7-07	11·30			
			13·59		
QUADRUPLE LINE—				13·59	
Bengal-Nagpur Railway Junction cabin to Lillooah	1-1-07	2·42	2·42		
				2·42	
SEXTUPLE LINE—					
Howrah Station to Bengal-Nagpur Railway Junction cabin	1-1-08	0·51	0·51		
				0·51	

Details of construction—

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch, Shikohabad-Farukhabad, Dhulian and Bausi branches are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both the up and down roads of the main line from Howrah to Allahabad, a distance of about 564 miles, the rails are 85-lb. bull-headed with the following exceptions:—

(*a*) 15 miles between Gidhaur and Mananpur, 6 miles between Bihta and Koilwar, 16 miles between Behea and Dumraon, and 15 miles between mile 454 and Moghal Sarai aggregating 52 miles of the up line, and 12 miles of the down line, from mile 347 to mile 359, are laid with 75-lb. double-headed rails, but these sections are now being relaid with the heavier rails.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Details of construction—*concld.*

(*b*) 40 miles of the down line below Burdwan and 74 miles of the up line and 66 miles of the down line between Bukhtiarpore and Moghal Sarai are laid with 88½-lb. bull-headed rails.

Above Allahabad the main line up to Fatehpur (mile 636) is laid with 85-lb. bull-headed rails and the rest of the main line and branches are laid with 75-lb. double-headed rails.

The Grand Chord line is laid with 85-lb. rails from Sitarampore to Gurpa, with 88½-lb. rails from Gurpa to mile 287 near Manpur and the remainder with 75-lb. double-headed rails.

The Deoghur branch (3′ 3⅜″ gauge) is laid with 30-lb. flat-footed rails.

As at present laid, about thirty per cent of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sâl and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damoodur, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Barun-Daltonganj, Shikohabad-Farukhabad and Deoghur branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia Chords.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna East Bank) and Belanganj.

Gradients.—The ruling gradient of the main line and the Dhulian branch is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord, the Bausi branch and the Jubbulpore branch is 1 in 200, and of the Deoghur branch 1 in 60.

Contracts and agreement—

Contract, dated the 22nd December 1879 (called the principal contract) *between the Secretary of State and the East Indian Railway Company*, as to the maintenance, management and working of the undertaking.

Agreement, dated the 27th July 1882, *between the Secretary of State and the East Indian Railway Company*, as to the working of the Kurhurbaree and Serampore collieries.

Contract, dated the 10th November 1893 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the incorporation in the undertaking of certain State branch lines.

Contract, dated the 26th February 1896 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to raising capital by debentures.

Contract, dated the 22nd November 1897 (supplemental to the contracts of 1879 and 1896), *between the Secretary of State and the East Indian Railway Company*, as to the construction and working of the Moghal Sarai-Gya railway.

Contract, dated the 4th April 1899 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to creation of debenture stock.

Contract, dated the 14th November 1899 (modifying the contract of the 22nd December 1879 as supplemented by the contracts of 1896 and 1899) *between the Secretary of State and the East Indian Railway Company.*

Contract, dated the 16th April 1903 (supplemental to the contracts of 1899, and to those of 1879, 1896 and 1899 therein referred to), *between the Secretary of State and the East Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 10th July 1907 (supplemental to the contracts of 1879, 1899 and 1903), *between the Secretary of State and the East Indian Railway Company*, as to the creation of a 3½ per cent Debenture stock.

Contract, dated the 25th October 1911, *between the Secretary of State, the Deoghur Railway Company and the East Indian Railway Company*, as to the transfer to the Secretary of State of the Deoghur railway and its management, maintenance and working by the East Indian Railway Company as a part of their undertaking.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest in sterling at 4 per cent per annum on £6,550,000, the capital sum representing the deferred portion (one-fifth) of the annuity payable by Government in purchase of the East Indian railway. Also guarantee of principal and interest in respect of debentures and debenture stock issued by the Company.

(iii) *Distribution of profits.*—The surplus profits in each half year remaining after payment of interest and annuity charges, and the contribution to the Provident Fund, to be divided as follows:—

Of the first Rs. 25,00,000 of such surplus profits (or of the whole amount when it does not exceed Rs. 25,00,000) the Government to receive four-fifths and the Company one-fifth; of any excess beyond Rs. 25,00,000 the Government to receive fourteen-fifteenths and the Company one-fifteenth.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts and agreement—*concld.*

(iv) *Rates and fares.*—Maximum and minimum rates and fares to be authorised, and the classification of passengers and goods to be prescribed, by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on same general conditions, and at rates (to be approved by the Government) not less than those in force for the time being for similar services on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be from time to time approved by the Government.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } By the contract of the 14th November 1899 the Government and the Company mutually agree that they will not determine the contract dated the 22nd December 1879 before the 31st December 1919. On that date, or at the end of any succeeding fifth year thereafter, either party may determine the contract by giving two years' previous notice. (On the determination of the contract the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.)

(viii) *Term of contract* [*if not determined under* (*vi*) *and* (*vii*)].—50 years from 1st January 1880.

Statistics of working. (Those for 1879 will be found in Appendix 38 to the Report for 1907)—

TABLE I.										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1880.	1,504·25	34,18,12,052	4,29,45,116	2,84,66,874	8·33	1,96,03,398*a*	...	17,72,690	70,90,786	549	33·71
1881.	1,506·75	34,67,27,455	4,54,11,472	3,06,38,827	8·84	30,27,492	1,72,92,000	20,63,867	82,55,468	578	32·53
1882.	1,506·77	34,83,42,743	4,71,17,594	2,94,15,386	8·44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37·57
1883.	1,509·46	35,02,20,413	4,94,67,085	3,08,77,691	8·82	33,68,151	1,75,10,887	19,99,731	79,98,922	630	37·58
1884.	1,509·46	35,34,09,667	4,38,38,714	2,70,76,204	7·66	34,79,206	1,77,35,384	11,72,323	46,89,291	558	38·24
1885.	1,514·99	35,61,22,471	4,63,86,889	2,97,35,295	8·35	36,22,093	1,79,65,714	16,29,502	65,17,986	589	35·90
1886.	1,514·86	35,80,42,570	4,66,70,853	3,02,20,962	8·44	37,84,444	1,89,50,137	14,97,276	59,89,105	591	35·25
1887.	1,513·36	35,85,11,962	4,60,65,661	3,09,98,517	8·65	38,48,886	1,92,13,333	15,87,259	63,49,039	583	32·71
1888.	1,513·45	35,82,32,469	4,54,36,902	3,00,27,370	8·38	38,60,374	2,03,43,530	11,64,693	46,58,773	567	33·91
1889.	1,525·44	35,98,56,817	4,49,57,901	2,91,14,970	8·09	39,98,237	2,09,60,000	8,31,347	33,25,386	557	35·24
1890.	1,525·44	36,00,54,709	4,34,39,355	2,95,24,546	8·20	39,95,919	2,03,43,530	10,37,019	41,48,078	538	32·03
1891.	1,525·44	35,94,69,179	4,94,85,230	3,56,54,312	9·92	37,33,297	1,86,94,054	26,45,392	1,05,81,569	615	27·95
1892.	1,610·27	36,51,42,775	4,88,55,105	3,48,16,719	9·54	37,25,754	2,06,47,164	20,88,760	83,55,041	587	28·73
1893.	1,610·73	37,17,65,626	5,08,44,654*b*	3,60,94,293	9·71	41,26,889	2,34,46,780	17,04,125	68,16,499	584	29·01
1894.	1,664·11	37,50,81,624	5,26,89,485	3,64,26,405	9·71	43,37,988	2,43,89,582	15,39,767	61,59,068	604	30·87
1895.	1,700·19	38,08,79,764	5,41,50,856*c*	3,78,34,726*c*	9·93	45,73,671	2,61,01,132	14,29,078	57,30,845	603	30·13
1896.	1,701·11	38,54,11,272	5,40,69,142*d*	3,67,77,682*d*	9·54	46,90,562	2,58,59,455	12,45,733	49,81,932	597	31·98
1897.	1,705·09	39,66,36,442	5,88,28,013	4,14,93,460	10·46	48,20,238	2,47,34,406	23,87,763	95,51,053	649	29·47
1898.	1,712·25	40,98,39,605	5,97,96,060	4,08,07,269	9·96	50,46,514	2,32,64,533	24,99,244	99,96,978	658	31·76
1899.	1,710·67	42,96,85,477	6,35,45,974	4,26,60,018	9·93	54,63,902	2,21,46,516	30,09,920	1,20,39,680	697	32·87
1900.	1,840·32	44,54,88,809	6,84,74,972	4,47,15,571	10·04	60,18,054	2,15,60,963	18,09,104	1,53,27,450	708	34·70
1901.	1,838·04	45,95,76,136	7,03,96,636	4,57,13,311	9·95	65,46,878	2,16,82,360	18,51,450	1,56,32,623	733	35·06
1902.	1,923·35	47,43,55,297	6,77,38,713	4,29,80,833	9·06	70,34,492	2,16,46,868	16,19,965	1,26,79,508	687	36·55
1903.	1,935·11	48,80,34,496	6,99,72,700	4,64,35,793	9·51	74,46,371	2,16,15,000	18,24,961	1,55,49,461	692	33·64
1904.	1,932·87	50,26,09,029	7,59,71,544	5,06,03,115	10·07	80,23,978	2,16,15,000	20,64,276	1,88,99,861	749	33·39
1905.	1,972·30	52,58,72,727	7,50,47,139	4,82,21,979	9·17	86,75,860	2,16,15,000	18,62,075	1,60,69,044	738	35·74
1906.	2,165·04	54,79,28,490	8,02,50,910	4,87,53,855*e*	8·90	93,88,271	2,16,15,000	18,50,039	1,59,00,545	721*f*	38·65*f*
1907.	2,208·29	56,77,47,625	8,11,29,807	4,84,10,858*e*	8·53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,344	673*f*	39·74*f*
1908.	2,213·18	58,74,01,148	8,28,51,108	4,44,26,132*e*	7·56	1,09,27,823	2,16,15,000	14,58,687	1,04,21,422	682*f*	45·80*f*
1909.	2,212·07	60,27,01,643	8,28,35,189*g*	4,77,90,961*e*	7·93	1,15,88,058	2,16,15,000	16,39,194	1,29,48,709	695*f*	41·78*f*
1910.	2,212·77	60,82,23,218	8,60,42,147	5,20,01,256*e*	8·54	1,18,60,704	2,16,15,000	19,01,703	1,66,28,849	722*f*	39·01*f*
1911.	2,265·86	62,08,94,930	9,22,36,385	5,59,09,918*e*	9·00	1,21,80,902	2,16,15,000	21,40,874	1,99,72,242	756*f*	38·87*f*

a. Interest in 1880 includes annuity charges, which cannot be separated.
b. Includes arrear credits for substantial improvements, Rs. 10,49,127.
c. Includes Rs. 14,530 realised from Palmer's Trust Estate.
d. Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.
e. Excludes the annual rental paid to the South Behar Railway Company together with interest on Government advances for the purposes of this railway.
f. Includes the South Behar railway.
g. Includes arrear credits for substantial improvements, Rs. 26,19,763.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Alexander Izat, Esq., C.I.E.
Secretary.—J. Lightfoot, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Main line.—			
Delhi to Kalka	1-3-91	162·36	
Kaithal branch.—			
Thanesar to Kaithal	1-12-10	29·76	
			192·12

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olpherts' cast-iron plate and wooden sleepers with cast iron chairs. On the Kaithal branch 75-lb. flat-footed steel rails have been used.
Ballast.—The line is ballasted throughout with stone.
Fencing.—The line is fenced throughout.
Curves.—The sharpest curve is of 1,010 feet radius.
Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Contracts—

Dated the 24th January 1889 (called the principal working contract), *between the Secretary of State and the East Indian Railway Company*, for working and maintenance.
Dated the 12th February 1889 (called the principal contract), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, for the construction of the railway.
Dated the 19th March 1890 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the raising of additional capital by the issue of debentures.
Dated the 19th December 1895 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, conceding to the Company, from the 1st January 1893, the 2 per cent of gross earnings previously retained by Government.
Dated the 21st July 1896 (supplemental to the contract of 1889), *between the Secretary of State and the East Indian Railway Company*, as to the provision of funds for further capital works.
Dated the 24th July 1896 (supplemental to the contracts of 1889 and 1890), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the provision of funds for further capital works.
Dated the 9th June 1897 (supplemental to the contracts of 1889, 1890, and 1895), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, guaranteeing interest at the rate of 3¼ per cent on share capital.
Dated the 27th April 1903 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.
Dated the 1st July 1909 (supplemental to the contracts of 1889 and 1896), *between the Secretary of State and the East Indian Railway Company.*
Dated the 3rd November 1909 (supplemental to the contracts of 1889, 1890, 1895, 1896, 1897 and 1903), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company.*
} As to the working and construction, respectively, of the Thanesar-Kaithal branch.

Main provisions of contracts—

(i) *Land.*—To be provided by the Government free of cost to the Company.
(ii) *Government aid.*— } The Government undertakes (through the agency, in the first instance, of the
(iii) *Terms of working.*— } East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency and paying 52 per cent to the Company. By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent per annum on its share capital.

(iv) *Distribution of profits.*—Surplus profits in any year in excess of 3¼ per cent per annum on share capital are divided equally between the Government and the Company until the Government has been repaid amounts advanced by way of subsidy, with interest. Thereafter all surplus profits will belong to the Company.

(v) *Rates and fares.*—To be agreed upon between the Government and the working agency; but between Delhi and Umballa not more than the maximum, nor less than the minimum, in force on the East Indian railway, and between Umballa and Kalka not more than three times such maximum nor less than such minimum.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.— } Nil.
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contract.*—The Government may determine the contract on the 31st December 1926, or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Payments by the Government by way of subsidy under the contract of the 9th June 1897 and also the additional 2 per cent of gross earnings conceded to the Company under the contract of the 19th December 1895 are to be excluded from the profits of the Company in calculating the price to be paid by the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Not specified.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	162·24	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,602	3·04	128	48·00
1892	161·40	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893	161·40	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894	161·40	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895	161·40	1,55,06,120	14,60,519	7,59,470	4·90	...	7,59,470	4·90	171	48·00
1896	160·47	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897	162·24	1,53,26,585	15,73,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898	162·24	1,53,43,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899	162·24	1,53,01,272	14,49,378	7,53,677	4·93	...	7,53,677	4·93	172	48·00
1900	162·24	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901	162·24	1,52,92,648	18,05,858	9,39,046	6·14	...	9,39,046	6·14	213	48·00
1902	162·24	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903	162·36	1,55,49,998	18,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904	162·36	1,55,51,763	18,53,475	9,63,807	6·20	...	9,63,807	6·20	218	48·00
1905	162·36	1,56,07,499	20,16,936	10,48,807	6·72	...	10,48,807	6·72	238	48·00
1906	162·36	1,57,26,333	20,04,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00
1907	162·36	1,58,23,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	48·00
1908	162·36	1,60,07,122	21,09,189	10,96,778	6·85	...	10,96,778	6·85	250	48·00
1909	162·36	1,66,56,595	22,90,710	11,91,169	7·15	...	11,91,169	7·15	271	48·00
1910	192·13	1,75,45,512	26,05,803	13,55,018	7·72	...	13,55,018	7·72	261	48·00
1911	192·12	1,77,78,158	31,53,021	16,39,571	9·22	...	16,39,571	9·22	316	48·00

4 (*c*) South Behar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.
Secretary.—Lieut.-Col. H. Bonham-Carter.
Offices.—91, York Street, Westminster, S. W.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Luckeeserai to Gya	5-7-99	79·19	79·19

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$ · **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Behar railway (5′ 6″ gauge)—*contd.*

Contracts—

Dated the 7th August 1895 (called the principal contract), *between the Secretary of State and the South Behar Railway Company*, as to construction.

Dated the 22nd August 1895 (called the contract of 1895), *between the Secretary of State and the East Indian Railway Company*, as to maintenance and working.

Dated the 21st April 1903 (supplemental to the contract of 1895), *between the Secretary of State and the South Behar Railway Company*, as to the adoption of 1*s* 4*d* per rupee as the "prescribed" rate of exchange.

Dated the 11th December 1906 (supplemental to the contract of 1895), *between the Secretary of State and the South Behar Railway Company*, as to the lease of the South Behar railway to the Secretary of State and yearly payment to the Company until date of determination of the contract of the 7th August 1895.

Dated the 16th January 1907 *between the Secretary of State and the East Indian Railway Company*, as to working the South Behar railway as part of the Company's undertaking.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Government constructed the line, from funds provided by the South Behar Railway Company, and maintained, stocked and worked it through the agency of the East Indian Railway Company up to the 31st December 1905, for a certain proportion of its gross earnings; and, by agreement with the East Indian Railway Company, also allowed to the South Behar Railway Company, by way of rebate, a percentage of the East Indian Railway's share of the receipts from traffic interchanged between the two railways towards making up an amount equal to 4 per cent interest for each half-year on the actual capital expenditure (subject to certain limits) on the South Behar railway.

With effect from the 1st January 1906 the South Behar Railway Company leased their line to the Government for a yearly sum of £30,000, payable by half-yearly payments of £15,000, at the end of each calendar half-year, in substitution of the corresponding provisions of the principal contract of the 7th August 1895.

As between the Government and the East Indian Railway Company the South Behar railway as from 1st January 1906 is worked as part of the undertaking of the Company, who pay to the Government from the net half-yearly revenue of the undertaking the half-yearly sum of £15,000 and also interest for each half-year at 3½ per cent per annum on Rupees 7,63,099-1-11, being the amount of capital advances made by the Government for the purposes of the South Behar railway.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As under 4 (*a*), East Indian railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contracts.*—Government may determine the South Behar Railway Company's contracts on the 30th June 1919, or on the 30th June in the last year of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination the Government will pay to the Company in England £684,580, as being the capital expended on the undertaking with the authorisation of the Secretary of State.

The East Indian Railway Company's contracts terminate at the same time as the Company's contract of 1879, for which see 4 (*a*), East Indian railway (5′ 6″ gauge).

(viii) *Power of the South Behar Railway Company to surrender contracts.*—Nil.

(ix) *Power of the East Indian Railway Company to surrender contracts.*—As under (vii).

(x) *Term of South Behar Railway Company's contracts if not determined under* (vii).—Not specified.

(xi) *Term of East Indian Railway Company's contracts.*—As under (vii).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Behar railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the East Indian railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899 . .	78·83	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	100	35·00
1900 . .	78·76	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901 . .	78·76	1,23,66,533	5,14,870	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902 . .	78·76	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903 . .	78·76	1,20,01,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904 . .	78·76	1,19,72,914	5,70,358	3,13,697	2·62	1,65,382	4,79,079	4·00	138	45·00
1905 . .	78·76	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906 . .	78·76	1,19,74,947	See "terms of working" above.							
1907 . .	78·76	1,19,77,154								
1908 . .	79·19	1,19,77,154								
1909 . .	79·19	1,19,77,154								
1910 . .	79·19	1,19,77,154								
1911 . .	79·19	1,19,77,154								

4 (*d*) Tarkessur railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Seoraphuli to Tarkessur	1-1-85	22·21	22·21

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. steel rails laid on Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,700 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Agreements and contract—

Agreement, dated the 8th September 1883, *between the Secretary of State and the Tarkessur Railway Company*, as to construction by a syndicate formed for that purpose.

Contract, dated the 15th September 1887, *between the Secretary of State and the East Indian Railway Company*, working the Tarkessur line by the Company.

Agreement, dated the 1st March 1888, *between the Secretary of State and the Tarkessur Railway Company.*

} As to maintenance and working of the Tarkessur line by the East Indian Railway Company.

Main provisions of agreements and contract—

(i) *Land.*—To be leased to the Company for 99 years at a peppercorn rent.

(ii) *Government aid.*—No direct Government aid; but it was agreed by the contract of the 8th September 1883 that the Government would support the conclusion of an arrangement for the working by the East Indian Railway Company of the Tarkessur line [see (*iii*)].

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. EAST INDIAN RAILWAY SYSTEM—*concld.*

4 (*d*) Tarkessur railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The East Indian Railway Company maintain, stock and work the Tarkessur railway (which is the property of the Tarkessur Railway Company) in consideration of the following half-yearly payments :—

(*a*) working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole,

(*b*) five per cent of the gross earnings as hire of rolling-stock,

(*c*) a contribution to the East Indian Railway Provident Fund in accordance with the rules of that Fund (since limited to 1 per cent of the Tarkessur railway earnings, the revised rules of the Institution notwithstanding—the difference between this contribution and the increased contribution admissible under the revised rules being charged against the earnings of the East Indian Railway Company, *vide* Government of India letter No. 1900-R E., dated the 23rd October 1903),

(*d*) the balance of the receipts [after deducting (*a*), (*b*) and (*c*)] is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.

(v) *Rates and fares.*—Certain maxima have been fixed, within which the East Indian Railway Company is authorized to charge such rates and fares as may from time to time be mutually agreed upon.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails.—To be conveyed free of charge.

(*b*) Troops, police, high Government officials and Government stores.—To be conveyed at special rates.

(*c*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates.

(vii) *Power of the Government to determine contract and agreements.*—The contract of the 8th September 1883 may be determined by the Government giving 12 months' previous notice after the Tarkessur railway has been opened for 30 years, and thereafter at intervals of 10 years. Upon such determination the Government is to pay the Company a sum equal to the aggregate net profits of the line during the preceding 20 years.

The contract of the 15th September 1887 and agreement of the 1st March 1888 run concurrently with the East Indian Railway Company's principal contract of the 22nd December 1879 [see 4 (*a*), East Indian railway, (5′ 6″ gauge)].

(viii) *Power of Companies to surrender contracts and agreements.*—Nil.

(ix) *Term of contract of 1883.*—99 years, *i.e.*, till 7th September 1982.

(x) *Term of contract of 1887 and of agreement of 1888.*—As under (vii).

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907)—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	22·23	17,91,612	3,28,510	1,53,348	8·56	283	53·32
1903	22·23	17,93,985	3,33,924	1,63,741	9·13	288	50·96
1904	22·23	17,97,555	3,30.635	1,63,006	9·07	284	50·70
1905	22·23	17,98,615	3,26,715	1,55,221	8·63	282	52·49
1906	22·23	17,99,166	3,51,888	1,58,989	8·84	304	54·82
1907	22·23	17,99,776	3,56,243	1,58,366	8·80	307	55·55
1908	22·21	18,02,130	3.65,102	1,45,592	8·08	316	60·12
1909	22·21	18,02,130	3,63,681	1,62,007	8·99	315	55·45
1910	22·21	18,02,730	3,85,024	1,72,995	9·60	333	55·07
1911	22·21	18,04,796	3,71,362	1,66,988	9·25	322	55·03

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—

Chairman.—Colonel F. Firebrace.

Secretary.—J. I. Berry, Esq.

Offices.—48, Copthall Avenue, London, E. C.

Lines comprised in the system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway (5′ 6″ gauge)	2,420·40	188·77	2,609·17
(*b*) Agra-Delhi Chord railway (5′ 6″ gauge)	125·90	...	125·90
(*c*) Baran-Kotah railway (5′ 6″ gauge)	40·29	...	40·29
(*d*) Bhopal-Itarsi railway (5′ 6″ gauge)	56·62	...	56·62
(*e*) Bhopal-Ujjain railway (5′ 6″ gauge)	113·27	...	113·27
(*f*) Bina-Goona-Baran railway (5′ 6″ gauge)	145·61	...	145·61
(*g*) Gwalior Light railway (2′ 0″ gauge)	249·96	...	249·96
(*h*) Matheran Light railway (2′ 0″ gauge)	12·61	...	12·61
(*i*) Murtajapur-Ellichpur railway (2′ 6″ gauge)	...	47·65	47·65
Total	3,164·66	236·42	3,401·08

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Rajputana-Malwa railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·52 mile for goods trains	1·49
From Cawnpore to Lucknow, Oudh and Rohilkhand railway, for passenger trains only	44·63
From Nagpur Junction to Itwari, Bengal-Nagpur railway, for goods trains only	1·73
Total	57·99

Foreign lines over home line :—

Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only	4·39
Bombay, Baroda and Central India railway, Muttra Junction to Delhi Junction, for passenger and goods trains	90·03
East Indian railway, Agra Cantonment to Muttra Junction, for passenger trains only	31·72
Total	126·14

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—

The Great Indian Peninsula Railway comprises the line formerly owned by the old Guaranteed Company of that name (now called the Great Indian Peninsula railway proper), in amalgamation with that of the late Indian Midland Railway Company (now known as the Midland section). The Guaranteed Company's railway was purchased by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

	£
* Company's stock at date of purchase	34,859,218
Debentures and debenture stock taken over from the former Guaranteed Company	5,922,350
Total	40,781,568

The contract *between the Secretary of State and the Indian Midland Railway Company*, dated the 22nd October 1885, was determined by the Secretary of State on the 31st December 1910. That does not, however, substantially affect the carrying out of the contract, *between the Secretary of State and the Great Indian Peninsula Railway Company*, dated the 21st December 1900, the effect of which is that the railways formerly known as the "Indian Midland Railway System" are to form part of the undertaking worked by the Company for so long as that contract remains in force.

Nor are the arrangements subsisting at the date of the termination of the Indian Midland Railway Company's contract for working of the Native State branches of that Company's line disturbed in any way by the termination of that Company's contract, the necessary alterations, whereby the Government becomes a party thereto instead of the Indian Midland Railway Company, having been made in the working agreements relating to such branches, and a revised agreement having been made for the working by the Great Indian Peninsula Railway Company, of the Gwalior Light railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (i)}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
GREAT INDIAN PENINSULA RAILWAY PROPER—				
NORTH-EAST LINE—				
Main line—				
Victoria Terminus to Thana	1-1-82	0·19		
	18-4-53	20·58		
Thana to Kalyan	1-5-54	12·65		
Kalyan to Vasind	1-10-55	16·14		
Vasind to Asangaon	6-2-60	3·75		
Asangaon to Kasara	1-1-61	21·84		
Kasara to Igatpuri (Thull Ghat)	1-1-65	9·89		
Igatpuri to Nasik	28-1-61	31·43		
Nasik to Chalisgaon	1-10-61	87·24		
Chalisgaon to Jalgaon	6-10-62	57·48		
Jalgaon to Bhusaval	20-5-63	15·01		
Bhusaval to Burhanpur	20-11-65	33·91		
Burhanpur to Khandwa	3-9-66	42·78		
Khandwa to Bir	17-2-68	21·15		
Bir to Itarsi	1-1-70	89·27		
Itarsi to Sohagpur	1-2-70	30·69		
Sohagpur to Jubbulpore	8-3-70	121·65		
			615·65	
Branches—				
Bombay Harbour Branch—				
Point of junction with Bombay Port Trust line to Kurla	12-12-10	8·01		
			8·01	
Chalisgaon-Dhulia branch—				
Chalisgaon to Dhulia	15-10-00	34·95		
			34·95	
Jalgaon-Amalner branch—				
Jalgaon to Erandol Road	20-2-00	18·26		
Erandol Road to Amalner	4-4-00	16·00		
			34·26	
Nagpur branch—				
Bhusaval Junction to Malkapur	20-5-63	30·05		
Malkapur to Shegaon	24-10-64	32·53		
Shegaon to Badnera	18-12-65	72·67		
Badnera to Pulgaon	16-7-66	40·29		
Pulgaon to Sindi	5-11-66	38·27		
Sindi to Nagpur	20-2-67	29·44		
			243·25	
Khamgaon branch—				
Jalamb to Khamgaon	4-3-70	7·97		
			7·97	
Amraoti branch—				
Badnera to Amraoti	16-2-71	5·49		
			5·49	
Wardha Coal branch—				
Wardha to mile 490·20	1-2-79	18·95		
Mile 490·20 to mile 512·64	24-12-75	22·44		
Mile 512·64 to Warora	26-4-76	4·00		
Warora-Chanda-Balharshah extension	1-2-08	37·12		
			82·51	
Mohpani branch—				
Gadarvada to Mohpani	3-9-72	12·47		
Mohpani to Gotitoria	2-11-96	1·07		
Mohpani to new coal-fields	3-6-00	0·14		
			13·68	
				1,045·77
SOUTH-EAST LINE—				
Main Line—				
Kalyan to Palasdhari (Karjat). Kalyan to Neral	12-5-56	30·61		
Neral to Palasdhari				
Palasdhari to Khandala (Bhore Ghat)	14-5-63	13·20		
Khandala to Lonavla (Bhore ghat)	14-6-58	2·35		
Lonavla to Poona	14-6-58	39·66		
Poona to Diksal	15-12-58	64·25		
Diksal to Barsi Junction	23-10-59	50·60		
Barsi Junction to Mohol	21-1-60	28·32		
Mohol to Sholapur	6-6-60	20·51		
Sholapur to Gulbarga	1-2-70	70·29		
Gulbarga to the Krishna	1-12-70	73·76		
Krishna to Raichur	1-5-71	15·31		
			408·86	
Branches—				
Dhond-Manmad branch—				
Dhond to Ahmednagar	15-3-78	50·41		
Ahmednagar to Manmad	17-4-78	95·03		
			145·44	
Khopoli branch—				
Palasdhari to Khopoli	12-5-56	7·24	7·24	
				561·54
TOTAL LENGTH OPEN, GREAT INDIAN PENINSULA RAILWAY PROPER	...	.	...	1,607·31
CARRIED OVER	...	...	...	1,607·31

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward	...	...	...	1,607·31	
MIDLAND SECTION—					
Main line—					
Bhopal to Jhansi	1-1-89	179·92			
Jhansi to Gwalior	1-3-89	60·39			
Gwalior to Hetampur	20-12-79	32·40			
Hetampur to Dholpur	15-5-81	8·55			
Dholpur to Agra Cantonment	10-1-78	36·05			
Junction with Agra-Delhi Chord railway at Agra to terminal point of Belanganj Goods Depôt.	27-2-06	1·75			
Junction with Agra-Delhi Chord railway to Idgah	1-3-05	1·27	320·33		
Branches—					
Manikpur branch—					
Jhansi to Mau Ranipur	5-6-89	39·96			
Mau Ranipur to Banda	1-8-89	78·96			
Banda to Manikpur	15-2-89	61·45	180·37		
Cawnpore branch—					
Jhansi to Chaunrah	1-2-88	94·97			
Chaunrah to Cawnpore	1-4-86	40·93	135·90		
Moth quarry	26-7-07	2·52			
	4-11-08	0·22			
	11-2-09	0·04	2·78		
Bina to point of junction with Bina-Goona-Baran railway.	1-5-95	2·00			
Bhopal to point of junction with Bhopal-Ujjain railway.	11-11-95	0·21	2·21		
Bina-Saugor-Katni branch—					
Bina to Saugor	5-6-89	46·24			
Saugor to Damoh	26-3-98	47·83			
Damoh to Katni	1-1-99	67·88			
From centre of Katni-Murwara station to junction with Bengal-Nagpur railway.	1-1-90	0·71			
Connecting link with East Indian railway at Katni-Murwara from points in Indian Midland railway main line to junction with East Indian railway.	1-1-99	0·34	163·00		
Ait to Kunch	7-12-03	8·50	8·50		
TOTAL LENGTH OPEN, MIDLAND SECTION	...	...	...	813·09	
TOTAL LENGTH OPEN, GREAT INDIAN PENINSULA RAILWAY.	...	...	...	2,420·40	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Itarsi to Hirdagarh (sanctioned on 8th June 1908)	...	115·95			
Hirdagarh to Jamai (sanctioned on 8th June 1908)	...	6·69			
Pandhurna to Nagpur (sanctioned on 8th June 1908)	...	64·83			
Ravali to Mahim (sanctioned on 17th February 1905)	...	1·30	188·77		
				188·77	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	2,609·17	
DOUBLE LINE—					
NORTH-EAST LINE—					
Main line—					
Victoria Terminus to Thana	1-1-82	0·19			
	18-4-53	*16·29			* Excluding the quadruple length.
Thana to Kalyan	1-5-54	12·65			
Kalyan to Vasind	22-10-66	16·14			
Vasind to Atgaon	20-2-67	9·65			
Atgaon to Kasara	25-4-67	15·94			
Kasara to Igatpuri	1-1-65	9·89			
Igatpuri to Nasik	10-1-69	31·43			
Nasik to Chalisgaon	10-1-69	87·24			
Chalisgaon to Kajgaon	10-1-69	11·87			
Kajgaon to Pachora	17-3-69	16·05			
Pachora to Maheji	27-5-69	9·14			
Maheji to Bhadli	6-3-73	27·59			
Bhadli to Bhusaval	6-6-73	7·84			
Bhusaval to Bhusaval Junction	1-7-92	1·11			
Bhusaval Junction to Khandwa (Abna Junction)	11-1-89	74·58			
Bagra tunnel to Towa viaduct	* 1-2-70	0·74			
Khandwa to Itarsi	16-10-05	110·42	458·76		
Bombay Harbour Branch—					
Point of junction with Bombay Port Trust line to Kurla.	12-12-10	8·01	8·01		
Carried over	...	...	466·77		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$ · GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward . .	...	...	466·77		
DOUBLE LINE—*concld.*					
SOUTH-EAST LINE—					
Main line—					
Kalyan to Palasdhari	25-7-70	30·61			
Palasdhari to Khandala } Bhore Ghat . .	14-5-63	13·20			
Khandala to Lonavla . } Bhore Ghat . .	14-6-58	2·35			
Lonavla to Karla	29-5-07	4·92			
Karla to Talegaon	8-1-08	13·51			
Talegaon to Shelarvadi	22-5-08	7·77			
Shelarvadi to Poona	13-5-08	13·46			
			85·82		
Nagpur Branch—					
Bhusaval Junction to Nandgaon . . .	11-1-89	17·93			
Nandgaon to Shegaon	1-4-90	44·65			
			62·58		
Total Double line	...	...	...	615·17	
QUADRUPLE LINE—					
Victoria Terminus to Curry Road . . .	4-12-05	4·29	4·29	4·29	

Details of construction—

Permanent-way.—On the Great Indian Peninsula railway proper the main line is laid with 100-lb. bull-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the Ghat sections, is laid with iron pots. On the Midland section whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid chiefly with 82-lb. bull-headed rails on cast iron pot sleepers. The main line between Bombay and Igatpuri and Kalyan and Lonavla is being relaid with 100-lb. bull-headed rails on wooden sleepers.

Ballast.—The line is ballasted with sand, gravel, laterite, kunkur or stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the Great Indian Peninsula railway proper is fully fenced. On the Midland section the main line is fenced throughout and the branches are partially fenced.

Curves.—The sharpest curve has a radius of 990 feet on the Bhore Ghat, between miles 75 and 76. The next sharpest curve has a radius of 1056 on the Thull Ghat, between miles 78 and 79.

Gradients.—On the Great Indian Peninsula railway proper the ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the Ghat sections is 1 in 37. On the Midland section the ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 24th April 1903 (supplemental to the contract of 1900), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th August 1908 (supplemental to the contracts of 1900 and 1903), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to Debenture stock.

Main provisions of contracts—

(i) *Land*—Originally, *i.e.*, up to the 30th June 1900, was provided by the Government free of cost to the Company; that acquired thereafter is provided by the Government to the Company at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 3 per cent on the new capital of the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Main provisions of contract—*concld.*

(iii) *Distribution of profits.*—The working expenses of the whole undertaking are divided half-yearly between and attributed to the Great Indian Peninsula and Indian Midland Railway systems, respectively, in proportion to the gross receipts of each (the branch lines in Berar being treated as part of the Great Indian Peninsula Railway system).

From the gross receipts of each of the two systems is deducted the share of its working expenses apportioned as aforesaid ; and the gross earnings of each subsidiary line is charged with a share of the working expenses attributed to the system to which it belongs in the ratios which the gross receipts of such subsidiary lines bear to those of that system.

The net earnings of each year ending on a 30th June to be applied :—

(1) in payment to the Secretary of State of the sum of Rs. 2,00,00,000 ;

(2) in repayment to the Secretary of State in rupees of the interest payable on money raised after 30th June 1900 by the Company or by the Indian Midland Railway Company (otherwise than by the issue of shares or capital stock), or provided by the Secretary of State after the same date.

Any surplus to be divided between the Government and the Company in the proportion of $\frac{19}{20}$ths to the former and $\frac{1}{20}$th to the latter. If the Company's share capital is increased by the conversion of further Indian Midland Railway stock, the Company's share of the surplus is to be proportionately increased, but it is never to exceed $\frac{1}{10}$th.

(iv) *Rates and fares.*—Maximum and minimum rates and fares and classification of passengers and goods to be as authorised by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials, and Government stores.—To be conveyed on the same general conditions as those in force on State railways, and at rates to be approved by the Government (not being less than the rates in force for similar services on State railways of the same gauge).

(*b*) Government bullion and coin, and the persons in charge thereof.—At special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of Company to surrender contract.*— } On the 30th June 1925 the Company are to give the Secretary of State possession of the undertaking, and the Secretary of State is to pay to the Company the amounts paid up, or credited as paid up, on all shares or stock then existing in the Company's new capital.

(viii) *Term of contract.*—25 years from 1st July 1900.

Statistics of working (Those for the periods prior to 1901 will be found in appendix 38 to the Report for 1907)—

	Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1901 .	1,548·27	30,64,49,134	4,16 57,453	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661*	—25,34,896	518	48·03
1902 .	1,561·63	30,83,53,092	4,24,25,217	2,10,98,968	6·84	49,58,679	1,90,56,785	2,64,702	—31,81,198	523	50·19
1903 .	1,561·63	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67,701	1,90,28,730	3,79,633	—6,63,550	575	49·18
1904 .	1,561·63	32,00,72,108	4,82,41,344	2,41,79,728	7·55	53,19,948	1,90,28,595	3,84,935	—5,53,750	592	49·88
1905 .	1,561·63	32,65,20,022	5,22,33,877	2,70,20,162	8·28	57,50,859	1,90,28,535	5,28,413	+17,12,355	641	48·27
1906 .	1,561·63	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	—2,96,928	623	49·92
1907 .	1,561·63	35,22,04,887	5,28,77,202	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	—6,55,748	649	52·88
1908 .	1,599·41	37,36,87,900	4,68,32,792	1,76,86,213	4·73	68,53,220	1,90,28,340	64,298	—82,59,645	563	62·24
1909 .	1,599·53	37,28,51,484	5,27,26,707	2,23,43,894	6·08	72,63,545	1,90,28,340	...	—39,47,991	634	57·62
1910 .	1,606·24	38,67,82,534	5,88,44,731	2,58,06,771	6·67	74,48,102	1,90,28,355	4,60,763	—11,30,449	705	56·14
1911 .	2,420·40	52,81,05,122	7,21,04,393	3,21,75,319	6·09	1,32,37,381	1,90,21,899	2,11,031	—2,94,992	578	55·38

* From 1st July 1900 to 31st December 1901.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Raja-ki-Mandi (Agra) to Kosi	3-12-04	56·66		
Kosi to Delhi Sadr	15-11-04	62·62		
Delhi Sadr to Delhi	1-3-05	0·43		
Loop line at Delhi	15-10-11	0·24		
			119·95	
Branch—				
Kosi to Sanket	24-2-06	5·95	5·95	
				125·90
DOUBLE LINE—				
Loop line at Delhi	15-10-11	0·24	0·24	

Details of construction—

Permanent-way.—The main line is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers, and the branch is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The line is fully fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 100, except between Raja-ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system, and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 5th February 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Agra-Delhi Chord railway as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the absolute property of the Government, which provides all the funds chargeable to capital, and it is managed, maintained and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), provided that no proportion in excess of 20 per cent of the gross receipts paid to any Railway Administration to whom running powers may be granted over the Agra-Delhi Chord is debited in the General Working Expenses Account of the Company's undertaking, such excess, if any, being directly debited to the Revenue Account of the Agra-Delhi Chord railway as a separate charge against its receipts.

(iv) *Distribution of profits.*—The whole of the net earnings of the railway belong to the Government.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under Great Indian Peninsula railway proper (5′ 6″ gauge).

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

} The contract is current from the day on which the line was opened throughout for traffic and is to continue in force until terminated, either by the Government or the Company, on the 30th June or 31st December by giving to the other party not less than twelve calendar months' notice.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—*concld.*

Statistics of working—

	Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3.)	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 . .	119·51	1,05,90,556	18,070	9,992	0·09	2,95,164	—2,85,172	22	44·70
1905 . .	119·75	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	—556	140	47·85
1906 . .	125·99	1,27,90,307	16,46,320	8,15,363	6·37	4,70,283	+3,45,080	254	50·47
1907 . .	125·99	1,28,37,017	16,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87
1908 . .	125·66	1,28,12,755	15,17,793	5,70,112	4·45	4,34,834	+1,35,278	232	62·44
1909 . .	125·66	1,30,68,563	14,74,866	6,22,196	4·76	4,35,293	+1,86,903	226	57·81
1910 . . .	125·66	1,34,32,595	17,65,732	7,52,601	5·60	4,45,949	+3,06,652	270	57·38
1911 . . .	125·90	1,42,05,868	20,67,879	8,63,294	6·08	4,67,506	+3,95,788	316	58·25

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Baran to Antah	20-2-07	13·58	
Antah to Kotah	1-5-09	26·71	40·29

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sâl sleepers.
Ballast.—The ballast consists of broken stone.
Fencing.—The line is not fenced.
Curves.—The sharpest curve is of 1,809 feet radius.
Gradients.—The ruling gradient is 1 in 150.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 19th March 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, of the Baran-Kotah railway as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

As noted under 5 (*b*), Agra-Delhi Chord railway (5′ 6″ gauge), except that the charge for working expenses is not in any half-year to exceed 50 per cent of the entire gross receipts of the Baran-Kotah railway. (*Note*—These terms had effect from the 1st July 1909, the date on which the Baran-Kotah railway was handed over to the the Great Indian Pensinsula Railway Company for working, *vide* Railway Board's letter to the Engineer-in-Chief, Nagda-Muttra railway, No. 1022-R.T., dated the 7th June 1909. Prior to that date the charge was the same percentage as obtained for working the lines comprised in the Great Indian Peninsula railway undertaking, *vide* letter from the Agent, Great Indian Peninsula railway, to the Secretary, Railway Board, No. 57-H.-5, dated the 15th April 1912.)

Statistics of working—

	Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1908 . .	13·58	39,38,972	3,536	1,582	0·04	1,29,811	—1,28,229	10	55·26
1909 . .	40·29	45,52,438	48,152	23,181	0·51	1,49,921	—1,26,740	23	51·86
1910 . .	40·29	45,67,295	1,03,829	52,720	1·15	1,51,068	—98,348	50	49·22
1911 . .	40·29	45,65,880	1,58,809	79,405	1·74	1,54,829	—75,424	76	50·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Itarsi to Hoshangabad	1-6-82	10·89		
Hoshangabad to Bhopal	18-11-84	45·45		
			56·34	
Branch—				
Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal	11-11-95	0·28		
			0·28	
				56·62

Details of construction—

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Agreements and contract—

Agreement, dated the 16th September 1880, *between the Government of India and Her Highness the Begum of Bhopal*, as to the construction, management, maintenance and working, by the Government, of the Bhopal-Itarsi railway.

Agreement, dated the 30th June 1887, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and modifying, the agreement of 1880.

Agreement, dated the 2nd December 1890, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and further modifying, the agreement of 1880.

Contract, dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Main provisions of agreements and contract—

(i) *Land.*—Land within the Bhopal State was provided free of cost by the Durbar; that within British territory by the Government at the cost of capital.

(ii) *Government aid.*—The Government paid for the portion of the line in British territory, and a moiety of the cost of the bridge over the Nerbudda river; in all about Rupees 13,00,000: the Begum of Bhopal contributed Rupees 50,00,000 for the portion of the line in her dominions.

All additional capital is to be provided by the Government, which undertook to construct, maintain, manage and work the line by State or other agency. At present the line is worked by the Great Indian Peninsula Railway Company as part of its undertaking.

(iii) *Terms of working.*—For working and stocking the Bhopal-Itarsi railway the Great Indian Peninsula Railway Company receive a sum which bears the same proportion to the total working expenses of the Company's undertaking, including the Bhopal-Itarsi railway, as the gross earnings of the Bhopal-Itarsi railway bear to the gross earnings of the undertaking.

(iv) *Distribution of profits.*—The net earnings are divided in perpetuity between the Government and the Ruler of Bhopal in proportion to the capital contributed by each. In the event of the railway being worked at a loss, such loss is borne by the two parties in the same proportion.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$ · **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907)—

	TABLE I.												TABLE II.			
	Bhopal-Itarsi (British section).							Bhopal-Itarsi (Native State section).					British section.		Native State section.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (10).	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)	(3)	(4)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Miles.	Rs.	Rs.	Rs.		Rs.		Rs.	
1889.	13·00	12,50,000	79,163	—5,422	...	50,000	—55,422	44·11	48,40,846	2,67,936	—18,351	...	117	106·85	117	106·85
1890.	13·00	12,85,077	87,765	—16,572	...	50,351	—66,923	44·11	50,00,000	2,97,049	—56,093	...	130	118·88	130	118·88
1891.	13·00	15,13,568	1,30,884	48,607	3·21	57,713	— 9,106	44·11	50,00,000	4,60,431	1,73,154	3·46	200	62·50	199	62·50
1892.	13·00	17,46,208	1,53,099	56,397	3·23	69,131	—12,734	44·11	50,00,000	4,47,797	1,65,883	3·32	226	63·16	195	62·96
1893.	13·11	20,25,058	1,69,162	52,038	2·57	78,429	—26,391	44·00	50,00,000	4,24,236	1,30,925	2·62	248	69·17	185	69·17
1894.	13·11	21,71,496	1,61,638	61,455	2·83	83,509	—22,054	44·00	50,00,000	3,80,217	1,44,607	2·89	237	61·98	166	61·97
1895.	13·11	22,47,963	1,42,658	46,114	2·05	89,323	—43,209	44·28	50,00,000	3,18,074	1,02,821	2·06	209	67·68	138	67·67
1896.	13·11	22,71,877	1,63,688	62,744	2·76	90,107	—27,363	44·28	50,00,000	3,61,363	1,38,532	2·77	241	61·75	157	61·63
1897.	13·11	22,97,134	1,52,215	61,135	2·66	91,805	—30,670	44·28	50,00,000	3,31,379	1,33,096	2·66	223	59·84	144	59·84
1898.	13·11	23,24,365	1,93,364	79,435	3·42	92,477	—13,042	44·28	50,00,000	4,17,010	1,71,375	3·43	284	58·81	181	58·90
1899.	13·11	23,61,938	2,09,611	84,080	3·56	93,303	— 9,223	44·28	50,00,000	4,47,225	1,79,444	3·59	307	59·89	194	59·88
1900.	13·11	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	44·28	50,00,000	5,35,369	2,67,288	5·35	375	50·12	234	50·06
1901.	13·11	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	44·28	50,00,000	5,85,152	2,88,838	5·78	430	50·75	254	50·64
1902.	13·11	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	44·28	50,00,000	6,37,038	3,16,683	6·33	508	51·51	278	49·74
1903.	13·11	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	44·28	50,00,000	6,31,911	3,21,328	6·43	553	49·48	276	48·84
1904.	13·11	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	44·28	50,00,000	6,43,742	3,22,374	6·45	583	50·14	279	49·81
1905.	13·11	31,76,934	3,25,637	1,67,305	5·27	1,23,241	+44,064	44·28	50,00,000	5,21,619	2,67,959	5·36	477	48·57	227	48·63
1906.	13·11	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	44·28	50,00,000	5,66,833	2,81,376	5·63	531	50·37	246	50·36
1907.	13·11	33,98,742	4,83,589	2,27,071	6·68	1,04,145	+1,22,926	44·28	50,00,000	7,32,284	3,44,438	6·88	710	53·04	318	52·96
1908.	13·11	35,34,132	4,29,276	1,62,302	4·59	1,19,624	+42,678	44·28	50,00,000	6,11,033	2,31,222	4·62	630	62·19	265	62·16
1909.	13·11	36,27,495	4,68,717	1,98,456	5·47	1,20,102	+78,354	44·28	50,00,000	6,50,553	2,75,516	5·51	688	57·66	283	57·65
1910.	13·11	37,52,643	5,70,169	2,47,995	6·61	1,23,711	+1,24,284	44·28	50,00,000	7,66,302	3,33,839	6·68	896	56·50	333	56·44
1911.	12·13	38,28,9[illegible]4	5,58,428	2,50,159	6·53	1,28,262	+1,21,897	44·49	50,00,000	7,34,374	3,29,072	6·58	885	55·20	317	55·19

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Bhopal to Ujjain	11-11-95	113·27	113·27

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

LIBRARY OF THE BOMBAY BRANCH OF THE RAILWAY

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*contd.*

Agreements and contract—

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Bhopal-Parbati section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Parbati-Ujjain section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 2653-I. B., dated the 1st July 1902, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by Her Highness the Begum of Bhopal of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of clause 15 of the agreement of the 4th August 1896, *between Her Highness' Government and the Indian Midland Railway Company*, as to the method of arriving at the working expenses of the Bhopal-Parbati section of the Bhopal-Ujjain railway.

Agreement, dated the 31st January 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of Her Highness the Begum of Bhopal*, as to the substitution of the Secretary of State, in lieu of the Indian Midland Railway Company, as a party to the agreement of 1896.

Agreement, dated the 20th March 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, as to the substitution of the Secretary of State, in lieu of the Indian Midland Railway Company, as a party to the agreement of 1896.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Bhopal and Gwalior Durbars for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bhopal-Parbati section is owned by the Bhopal Durbar, and the Parbati-Ujjain section by the Gwalior Durbar, each of which provides the funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear incidental to the use and working of the railway and works and the conveyance of traffic thereon. The line is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland system of the Company's undertaking.

(iii) *Terms of working.*—For the Bhopal-Parbati section the charges against its gross receipts for working are as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

For working the Parbati-Ujjain section the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross earnings of the section are also charged with rent for the use of the station and accommodation provided by the Bombay, Baroda and Central India railway at Ujjain Junction station, and with rent for the telegraph lines and instruments when not the property of the section.

(iv) *Distribution of profits.*—The net earnings of the Bhopal-Parbati section belong to the Bhopal Durbar; those of the Parbati-Ujjain section, to the Gwalior Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements and contract.*—
(viii) *Powers of the Durbars to determine agreements.*—
} The agreements are terminable, on the expiry of ten years from the dates of opening of the respective sections throughout for all kinds of public traffic, on 12 months' notice in writing given by either party to the other on the 30th June or 31st December in any year.

(ix) *Term of agreements and contract.*—Ten years, or as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), whichever shall first fall in from the date of opening of the respective sections throughout for all kinds of public traffic.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Statistics of working—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895 .	113·52	69,69,331	1,958	979	0·01	...	50·00
1896 .	113·52	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897 .	113·52	75,36,180	3,72,337	1,84,660	2·45	63	50·40
1898 .	113·27	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899 .	113·27	76,54,290	5,82,341	2,77,911	3·63	99	52·28
1900 .	113·27	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901 .	113·27	77,61,569	5,45,956	2,62,044	3·38	93	52·00
1902 .	113·27	78,02,855	5,82,063	2,77,292	3·55	99	52·36
1903 .	113·27	78,11,402	4,44,766	2,14,841	2·75	76	49·85
1904 .	113·27	78,14,670	4,54,721	2,17,562	2·78	77	49·99
1905 .	113·27	78,35,712	6,08,240	2,96,639	3·79	103	51·23
1906 .	113·27	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907 .	113·27	78,58,669	7,81,578	3,74,678	4·77	133	52·06
1908 .	113·27	78,62,989	7,70,325	3,45,421	4·39	131	55·16
1909 .	113·27	78,72,658	8,23,957	3,82,457	4·86	148	53·58
1910 .	113·27	78,72,354	8,65,310	4,05,340	5·15	147	53·16
1911 .	113·27	78,77,088	9,59,356	4,55,954	5·79	163	52·47

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
From the joint boundary of the Indian Midland and Bina-Goona-Baran railways, a point, 2·00 miles from the centre of Bina station, to Goona	23-9-95	71·71	
From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,850 feet).	15-5-99	73·90	145·61

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Agreements and contract—

Agreement, dated the 15th July 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Bina-Goona section of the Bina-Goona-Baran railway as part of the Company's undertaking, (with clause 13 thereof modified as to *maintenance of telegraphs* under the authority of the letter *from the Government of India to the Honourable the Agent to the Governor General for Central India,* No. 596-R. T., dated the 20th June 1899).

Agreement, dated the 20th February 1899 (called the principal contract), *between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Chabra-Baran section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 27th February 1899 (called the principal contract), *between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company,* as to the management, maintenance and working, by the Company, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway as part of the Company's undertaking.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5.}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*contd.*

Agreements and contract—*concld.*

Agreement, dated the 12th May 1899 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Goona-Dharnaoda section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 3529 I. B., dated the 20th September 1901, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by the Kotah and Tonk Durbars of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of the contracts of the 20th and 27th February 1899, *between the Kotah and Tonk States and the Indian Midland Railway Company*, as to the method of arriving at the working expenses respectively of the Chabra-Baran and Dharnaoda-Chabra sections of the Bina-Goona-Baran railway.

Agreements, dated the $\frac{\text{16th March}}{\text{17th April}}$ $\frac{}{\text{29th June}}$ 1905, *between the Government of His Highness the Maharaja Scindia of Gwalior and the Government of His Highness the Nawab of Tonk*, as to the purchase, by the former from the latter, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

Agreement, dated the 12th January 1911, *between the Secretary of State and the Government of His Highness the Maharao of Kotah*, supplemental to the agreement of the 20th February 1899, *between the Kotah Durbar and the Indian Midland Railway Company*, as to the substitution of the Secretary of State, in lieu of the Indian Midland Railway Company, as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 15th July 1896, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of the Secretary of State, in lieu of the Indian Midland Railway Company, as a party to the agreement of July 1896.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 12th May 1899, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of the Secretary of State, in lieu of the Indian Midland Railway Company, as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 27th February 1899, *between the Tonk Durbar and the Indian Midland Railway Company*, as to the substitution of the Secretary of State, in lieu of the Indian Midland Railway Company, as a party to the agreement of 1899.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the several Native States for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bina-Goona, Goona-Dharnaoda, and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar, each of which provides funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear and incidental to the use and working of the railway and works and the conveyance of traffic thereon. The railway is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland system of the Company's undertaking.

(iii) *Terms of working.*—For working the Bina-Goona section the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross receipts of the section are also charged with rent for works, etc., in sole and joint use at Bina junction as laid down in clause 10 of the agreement of the 15th July 1896, and with rent for telegraph lines and instruments when not the property of the railway.

For working the Goona-Dharnaoda section the Great Indian Peninsula Railway Company retains out of its gross receipts a sum which bears the same proportion to the entire gross receipts of the section as the aggregate working expenses of the Indian Midland railway system as a whole (including the Goona-Dharnaoda section) bears to the gross receipts of that system, for each half-year, subject to a limit of 50 per cent of the gross earnings of the section.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

For the Dharnaoda-Chabra and Chabra-Baran sections the charges, against the gross receipts of those sections, for working are as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(iv) *Distribution of profits.*—The net receipts of each section are paid over to the Durbar to which such section belongs.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements.*—
(viii) *Power of the Durbars to determine agreements.*—
(ix) *Term of agreements.*—

} As noted under 5 (*e*), Bhopal-Ujjain railway (5′ 6″ gauge).

Statistics of working—

Calendar year. (1)	Table I. Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	72·18	49,81,035	48,701	22,193	...	19	54·42
1896	72·18	54,16,074	91,140	36,821	0·68	24	59·60
1897	71·74	87,73,621	1,02,386	43,446	0·50	27	57·57
1898	71·74	97,66,063	1,30,004	58,040	0·59	35	55·36
1899	145·21	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900	145·21	1,00,21,605	4,34,847	2,20,490	2·20	57	49·29
1901	145·59	1,00,43,236	2,52,716	1,22,970	1·22	33	51·34
1902	145·63	99,14,442	2,38,825	1,12,945	1·14	32	52·71
1903	145·63	99,62,459	3,21,585	1,55,600	1·56	42	49·49
1904	145·63	99,87,016	3,91,886	1,90,897	1·91	52	51·28
1905	145·63	99,90,394	3,68,669	1,81,269	1·81	49	50·83
1906	145·63	99,94,053	4,90,644	2,41,081	2·41	65	50·72
1907	145·63	99,94,424	5,63,802	2,71,691	2·72	74	51·81
1908	145·63	99,96,263	4,13,370	1,88,397	1·88	55	54·42
1909	145·63	1,00,08,750	2,79,897	1,27,960	1·28	37	54·28
1910	145·61	1,00,13,493	3,28,511	1,53,287	1·53	43	53·34
1911	145·61	1,00,32,562	3,87,036	1,81,472	1·81	51	53·11

5 (*g*) Gwalior Light railway (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Gwalior to Sipri	2-12-99	73·81	
Gwalior to Bhind	2-12-99	52·33	
Gwalior to Jora Alapur	1-1-04	31·34	
Jora Alapur to Sabalgarh	1-12-04	26·05	
Sabalgarh to Birpur	1-11-08	19·55	
Birpur to Sheopur Kalan	15-6-09	46·88	
			249·96

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sâl and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.

Gradients.—The ruling gradient is 1 in 60.

Agreement.—

Dated the 1st January 1904, *between the Government of His Highness the Maharaja Scindia of Gwalior and the Great Indian Peninsula Railway Company*, as to the working by the Company of the trains and traffic of the Gwalior Light railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (i)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*g*) Gwalior Light railway (2′ 0″ gauge)—*concld.*

Main provisions of agreement.—

(i) *Land.*—Provided by the Gwalior Durbar free of cost.

(ii) *Government aid.*—The Gwalior Light railway is the property of the Gwalior Durbar by whom it was constructed and is maintained and stocked. The working of the trains and traffic of line is under the control of the Great Indian Peninsula Railway Company.

(iii) *Terms of working.*—From the gross receipts (which are collected and treated as receipts of the Great Indian Peninsula Railway Company) are deducted the actual expenditure in the Traffic and Audit departments, for station and train staff, audit clerks, on printing and stationery and stores consumed on the Gwalior Light railway and all other expenses connected therewith, with additional 10 per cent on the total to cover supervision and general charges outside the Accounts, *plus* 5 per cent per annum as rent for structures, machinery and plant, including furniture, and 7½ per cent for ballast, permanent-way, etc., including their estimated maintenance and renewal for the exclusive use of the Gwalior Light railway, and 1 per cent for the use of joint structures, machinery and plant within the Company's boundary and in the Gwalior station yard.

(iv) *Distribution of profits.*—The net receipts are paid over to the Gwalior Durbar.

(v) *Rates and fares.—*

(vi) *Special obligations as to the conveyance of.—*
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), except that no special provision is made for (*b*), and that no alteration is to be made in the maxima and minima rates without the special sanction of His Highness' Government.

(vii) *Power of the Durbar to determine agreement.—*
(viii) *Power of the Company to surrender agreement.—*
(ix) *Term of agreement.—*

} Either party may terminate the agreement by giving six months' notice.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	126·14	22,79,267	4,094	—4,113	...	6	258·32
1900	126·14	27,10,557	84,617	—137	...	13	100·16
1901	126·14	31,00,762	82,227	—520	...	13	100·63
1902	126·14	39,77,104	1,09,577	9,346	0·23	17	91·47
1903	126·14	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	183·53	46,62,993	1,83,284	52,501	1·13	22	71·36
1905	183·13	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	183·53	57,87,428	2,58,222	1,12,311	1·94	27	56·54
1907	183·53	63,00,513	3,08,791	1,15,709	1·84	32	62·52
1908	203·03	66,13,092	2,61,725	99,262	1·50	25	62·07
1909	249·96	68,19,209	2,52,537	85,063	1·25	20	66·32
1910	249·96	68,57,494	3,69,295	1,74,444	2·54	28	52·76
1911	249·96	67,47,029	4,05,871	1,71,420	2·54	31	57·76

5 (*h*) Matheran Light railway (2′ 0″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Neral to Matheran	22-3-07	12·61	12·61

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*concld.*

5 (*h*) Matheran Light railway (2′ 0″ gauge)—*concld.*

Local Government Order and agreement—

Order by the Government of Bombay, dated 28th July 1904, as to the construction, maintenance and working of the Matheran Tramway by the Promoter.

Agreement, dated the 30th October 1909, *between the Matheran Steam Light Tramway Company and the Great Indian Peninsula Railway Company*, as to the control of traffic and working, by the latter, of the tramway.

Main provisions of the order and agreement—

(i) *Land.*—Government land was provided free of cost. Private land to be acquired by the Government at the expense of the Tramway Company.

(ii) *Government aid.*—The line is the property of the Matheran Steam Light Tramway Company, who provide all rolling-stock, locomotives, machinery and plant, and maintain the way and works; the working of traffic, train arrangements, and the keeping and auditing of the Revenue Accounts being under the control of the Great Indian Peninsula Railway Company.

(iii) *Terms of working.*—The gross receipts are treated as those of the Great Indian Peninsula Railway Company, which retains thereout the actual expenditure incurred by it, including the cost of stores consumed on the Matheran tramway, in the Traffic and Audit Departments, and for station and running staff, printing, stationery and all other expenses connected therewith, *plus* 5 per cent per annum as rent on the actual cost of new structures, machinery, plant and furniture, and 7½ per cent per annum for ballast, permanent-way, etc., including maintenance and renewal, for the sole use of the tramway, with a certain proportion (based on the weight of local and interchanged traffic) of the annual rent, at the rates above noted, for new joint works, etc.

(iv) *Distribution of profits.*—The net receipts are to be paid over to the Tramway Company.

(v) *Rates and fares.*—To be within the maxima sanctioned in the Tramway Order, the rules, conditions, etc., in respect thereto being the same as obtain on the Great Indian Peninsula railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Railway Company to determine agreement.*—
(viii) *Power of the Tramway Company to determine agreement.*— } Terminable on the 30th June or 31st December in any year on six months' notice by either party to the other.
(ix) *Term of agreement.*—

Government may purchase the Tramway Company's undertaking as a going concern on the 1st January 1940, or at the expiration of any subsequent period of five years, for a sum representing the aggregate of 25 times the average of its net earnings for the three calendar years immediately preceding the date of purchase.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	12·61	10,11,300	17,529	—12,783	...	55	172·92
1908 .	12·61	10,55,007	53,410	8,456	0·80	117	84·17
1909 .	12 61	11,12,071	64,873	27,612	2·48	144	57·44
1910 .	12·61	11,34,119	55,951	13,513	1·19	123	75·85
1911 .	12·61	11.36.563	74.352	39,483	3·47	158	46·90

5 (*i*) Murtajapur-Ellichpur railway (2′ 6″ gauge)—

In Railway Board's letter No. 1158 R.G., dated 14th December 1910, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of Messrs. Killick, Nixon and Company.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Murtajapur to Ellichpur (sanctioned on 14th December 1910)	...	47·65	47·65

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l).}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—**

Chairman.—Colonel Sir William S. S. Bisset, K.C.I.E.
Secretary.—Lieut-Col. H. Bonham-Carter.
Offices.—91, York Street, Westminster, S.W.

The former Madras Guaranteed Railway Company's contract having expired on the 31st December 1907, the Secretary of State for India, on the 1st January 1908, made over the then existing Madras railway (with the exception of the Jalarpet-Mangalore section), together with the 3′ 3⅜″ gauge sections of the South Indian railway from Katpadi to Gudur and Pakala to Dharmavaram, to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—

The Madras and Southern Mahratta railway system is made up of—

	Miles.
(*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)	1,031·73
(*b*) Kolar Gold-fields railway (5′ 6″ gauge)	9·88
(*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)	1,520·80
(*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)	51·80
(*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)	37·92
(*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)	32·00
(*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)	51·35
(*h*) Kolhapur railway (3′ 3⅜″ gauge)	29·27
(*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)	15·80
(*j*) Mysore-section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)	296·22
(*k*) Sangli railway (3′ 3⅜″ gauge)	4·90
(*l*) West of India Portuguese railway (3′ 3⅜″ gauge)	51·10
Total	3,132·77

Running powers—

Foreign lines over home line—

Bengal-Nagpur railway, Waltair to Vizagapatam (including the wharf and swamp lines)	for passenger and goods trains.	4·97
Nizam's Guaranteed State railway, outer signal at Bezwada to Bezwada station		0·89
South Indian railway, over whole or any part of the Madras-Bangalore section		219·00
	Total	224·86

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—

The Madras and Southern Mahratta 5′ 6″ gauge railway is defined to be the former Madras railway (with the exception of the Jalarpet-Mangalore section), and the southern section of the former East Coast railway (called the North-East line of the former Madras railway).

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
SOUTH-WEST LINE—					
Main line—					
Madras to Veyasarpaudy	7-4-73	2·16			
Veyasarpaudy to (Arcot), Walajah Road	1-7-56	63·22			
Walajah Road (Arcot) to Katpadi	7-5-57	14·96			
Katpadi to Gudiyattam	19-5-58	15·36			
Gudiyattam to Ambur	16-1-60	17·01			
Ambur to Vaniyambadi	1-2-60	9·98			
Vaniyambadi to Jalarpet.	23-5-60	9·86			
			132·55		
Branches—					
Rayapuram branch—					
Veyasarpaudy to Rayapuram	1-7-56	2·16			
Rayapuram to Beach.	22-1-00	1·03			
Washermenpet to Basin bridge	15-3-07	1·05			
			4·24		
Ranipet branch—					
Walajah Road (Arcot) to Ranipet	17-4-99	4·17			
			4·17		
Bangalore branch—					
Jalarpet Junction to Bangalore Cantonment	1-8-64	84·37			
Bangalore Cantonment to Bangalore City	1-7-82	3·05			
			87·42		
				228·38	
NORTH-WEST LINE—					
Main line—					
Arkonam to Nagari	4-3-61	17·27			
Nagari to Puttur	8-12-61	9·59			
Puttur to Renigunta	15-9-62	14·46			
Renigunta to Reddipalle	1-10-64	38·02			
Reddipalle to Cuddapah	1-9-65	39·59			
Cuddapah to Muddanuru	1-8-66	34·31			
Muddanuru to Tadpatri	1-9-68	32·07			
Tadpatri to Gooty	1-8-69	29·72			
Gooty to the Tungabhadra river	12-12-70	75·33			
Tungabhadra to Raichur	15-3-71	17·92			
			308·28	308·28	
Carried over	...	...	...	536·66	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Progress in opening——*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward ...	...	...	...	536·66	
NORTH-EAST LINE—					
Main line—					
Basin bridge to Korukkupettai	15-3-07	0·85			
Washermenpet to Ennur	22-2-96	8·25			
Ennur to Gudur	23-2-99	75·25			
Gudur to Nellore	*1-11-88	23·75			
Nellore to Kistna Canal	20-12-98	155·00			*The date of opening of the original 3′ 3⅜″ gauge line, which was converted to, and opened on, the 5′ 6″ gauge on the 1st November 1899.
Kistna Canal to Bezwada	15-7-97	3·06			
Bezwada to Kovvur	20-2-93	88·24			
Kovvur to Rajahmundry	6-8-00	4·69			
Rajahmundry to the Junction point near Waltair	15-7-93	119·80			
Simhachalam Junction point near Waltair station to Waltair.	15-7-93	4·25	483·14		
Branches—					
Samalkot Junction to Cocanada port branch	15-7-93	9·75			
Waltair to end of branch near Vizagapatam station	15-7-93	2·18	11·93	495·07	
TOTAL, MADRAS AND SOUTHERN MAHRATTA (5′ 6″ gauge)	...	...	...	1,031·73	
DOUBLE LINE—					
Washermenpet to Basin bridge	15-3-07	1·05			
Washermenpet to Veyasarpaudy	14-9-01	1·02			
Madras to Veyasarpaudy Junction	7-4-73	2·16			
Veyasarpaudy Junction to Perambur	7-2-74	1·30			
Perambur to Avadi.	1-5-77	9·54			
Avadi to Tiruvallur.	20-7-77	12·89			
Tiruvallur to Arkonam	28-8-77	16·52			
Bengal-Nagpur railway north outer signal to north facing point at Waltair.	...	0·46	44·94		

Details of construction—

Permanent-way.—The South-West line up to Bangalore and the North-West line up to mile 230 are laid with 80-lb. bull-headed steel rails on cast iron pots each weighing 112 lbs. From mile 230 to Raichur the North-West line is laid with 75-lb. double-headed steel rails. The North-East line is laid with 75-lb. flat-footed steel rails on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the latter.

Fencing.—The line is fenced throughout on the North-West and South-West lines and on the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 80 (except at Kuppam Ghat where it is 1 in 68 and between Bangalore cantonment and Bangalore city there is a gradient of 1 in 78); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 60); between Madras and Bezwada, 1 in 100; and between Bezwada and Waltair, 1 in 150.

Contracts—

Dated the 1st June 1882 (called the original contract), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a system of railways in the South Mahratta country to be called the Southern Mahratta railway.

Dated the 28th October 1885, (supplemental to that of 1882), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of the West Deccan railway.

Dated the 31st August 1887 (supplemental to those of 1882 and 1885), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

Dated the 31st August 1887 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 27th February 1889 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the completion and working of the Bellary-Kistna railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Contracts—*concld.*

Dated the 21st August 1898 (supplemental to those of 1882, 1885, 1887 and 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the working of the British section of the Guntakal-Yesvantpur railway.

Dated the 8th April 1903 (supplemental to those of 1882, 1885, the secondly mentioned contract of 1887, and that of 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts subject to the variations and modifications thereof as therein set forth.

Dated the 16th March 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, supplemental to, and in amendment of certain particulars in, that of 1908.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—(*a*) Interest in sterling is guaranteed at 3½ per cent per annum on the nominal amount of capital stock, for the time being, of the Company, and is payable half-yearly by the Secretary of State, the Government being entitled to retain out of the Company's share of surplus profits for the year the rupee-equivalent of this interest. If the Company's share for the year be less than the guaranteed interest, the deficiency is not to be made good out of the Company's share of a subsequent year.

(*b*) Moneys for capital expenditure are provided at the Secretary of State's option, either by advances made by him, or by the issue of debentures or debenture stock or further capital stock of the Company : such issues can only be made with the Secretary of State's approval.

(*c*) Debentures falling due are discharged by advances made by the Secretary of State.

[NOTE.—The advances made by the Secretary of State under (*b*) and (*c*) above are, until repaid, treated as further capital contributed by him. All money raised by the Company on debentures or debenture stock or capital stock are applied, in the first place, to the repayment of these advances.]

(*d*) Interest due on debentures or debenture stock is paid in sterling by the Secretary of State.

[NOTE.—The rupee-equivalent of this interest is repaid to the Secretary of State out of the net earnings of each half-year.]

(iii) *Distribution of profits.*—After deducting, from the gross earnings of the Company's and State lines for the half-year, the working expenses (which include the contributions made under the rules to the Provident Fund and the haulage payable to the South Indian railway), the net earnings are applied :—

(*a*) in payment of rebate to the South Indian railway and to the Bezwada-Masulipatam railway, if any [see parenthetical note under (*c*) below] ;

(*b*) in repayment to the Secretary of State of the interest paid on debentures [see (ii) (*d*) above] ; and,

(*c*) the surplus is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital, for the time being, (excluding debenture capital) has been contributed by them. The Secretary of State's capital is taken at a sum of £ 12$\frac{3}{4}$ millions, to which is added the amount up to date of his advances under (*ii*) (*b*) and (*ii*) (*c*) above. The Company's capital is taken at the amount for the time being of their *share* capital.

[NOTE.—25 per cent of the gross earnings derived by the Madras-Bangalore section from traffic carried over that section in South Indian railway trains is payable as haulage to the South Indian railway. In addition, the South Indian railway receive a rebate of 25 per cent of the gross earnings derived by the Madras-Bangalore section from the traffic interchanged between that section and the Jalarpet-Mangalore section, *viâ* Jalarpet.

The terms of the rebate payable to the Bezwada-Masulipatam railway are given under sub-head 6 (*d*) Bezwada-Masulipatam railway (3′ 3$\frac{3}{8}$″ gauge), (iii) and (iv).]

(iv) *Rates and fares.*—Maxima and minima for each class and description of passengers and goods are fixed by the Government, who also prescribe the several classes and descriptions. If the Government require the Company to reduce the rates for salt below those in force on the 28th June 1908, the Company are to be compensated for any loss ensuing.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed on the same general conditions and at the rates in force on State railways of similar gauge.

(vi) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of the Government, which may determine the contract on the 31st December 1937, or on the 31st December in any succeeding fifth year reckoning from that date, by giving to the Company in London not less than twelve months' previous notice. Upon the termination of the contract the Company are to give the Government the possession of the railway; and the Government is to pay the Company a sum equal to the nominal amount of its share capital; *viz.*, £5,000,000, and of any additional paid up capital stock that may have been issued for the purpose of the Company's and State lines.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—The contract is determinable only as noted under (vi) above.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	1,031·73	16,69,79,297	1,64,22,663	44,96,942	2·69	306	72·62
1909	1,031·73	17,06,51,720	1,79,33,335	72,97,315	4·28	334	59·31
1910	1,031·73	17,37,06,686	1,88,12,095	80,93,571	4·66	351	56·98
1911	1,031·73	17,73,67,663	1,96,36,910	89,15,549	5·03	366	54·60

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore Durbar in order to provide facilities for the gold-fields.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Bowringpet to Marikuppam	1-6-94	9·88	9·88

Details of construction—

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.
Ballast.—The line is ballasted with stone and sand, chiefly the former.
Fencing.—The line is fenced throughout.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradients.—The ruling gradient is 1 in 66.

Agreement and contract—

Agreement, dated the 1st July 1902, *between the Mysore Government and the former Madras Railway Company*, as to working and maintenance with effect from 1st January 1901.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—*concld.*

Main provisions of agreement and contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Maintenance and working expenses are calculated at the same proportion of the gross earnings of the Branch as obtains on the Company's system, as a whole, including the Branch. But in the case of accident or damage caused by extra-ordinary casualty, *e.g.*, by floods, each party bears its own cost of repairs, such cost being eliminated from the Company's revenue account before the percentage of working expenses referred to above is arrived at. The Company work the Branch for the maintenance and working expenses as above, *plus* 5 per cent of the gross earnings of the Branch for the use of rolling-stock, *plus* the amount due by the Branch for use of the joint station at Bowringpet. In addition the Company receive $\frac{1}{20}$th of the balance which remains after payment of interest on the capital expenditure of the Branch incurred after 31st December 1907. Besides the "ordinary" contribution to the Provident Fund, the Branch is liable, when it earns more than 4 per cent on its capital outlay, for a further contribution amounting to the difference between the "ordinary" contribution and 1 per cent of its net receipts.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*— } The same as from time to time obtain on the Company's lines.
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Bullion and coin.—

(vii) *Power of the Government to determine agreement.*—Nil.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December of any year.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December in any year; and also to withdraw from the agreement if sanction be accorded to the construction of a competing line to the gold-fields.

(xii) *Power of the Company to surrender contract.*—Nil.

(xiii) *Term of agreement.*—Not specified.

(xiv) *Term of contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . . .	9·88	11,38,480	2,16,629	84,864	7·45	422	60·83
1903 . . .	9·88	11,62,504	2,07,257	75,237	6·47	403	63·70
1904 . . .	9·88	11,73,128	2,44,744	89,230	7·61	476	63·54
1905 . . .	9·88	11,87,864	1,88,402	67,600	5·69	367	64·12
1906 . . .	9·88	11,96,520	2,00,400	68,275	5·71	390	65·93
1907 . . .	9·88	12,02,068	2,11,153	55,749	4·64	411	73·60
1908 . . .	9·88	12,07,860	1,98,191	51,095	4·23	386	74·22
1909 . . .	9·88	12,09,189	1,59,004	52,789	4·36	309	66·83
1910 . . .	9·88	12,06,368	1,55,747	54,733	4·54	303	64·86
1911 . . .	9·88	12,06,678	1,74,398	63,927	5·30	339	63·34

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—

The Madras and Southern Mahratta 3′ 3⅜″ gauge railway is the former Southern Mahratta railway in amalgamation with the sections (Pakala to Dharmavaram and Katpadi to Gudur) of the South Indian railway taken over, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-head (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—					
Frontier to Castle Rock	3-2-88	3·63			
Castle Rock to Deuli	15-6-87	2·75			
Deuli to Dharwar	24-1-87	56·00			
Dharwar to Hospet	1-7-85	101·25			
Hospet to Bellary	24-3-84	40·51			
Bellary to Guntakal*	16-5-87	29·99			
Guntakal to Nandyal	11-7-87	90·25			* This section was opened throughout in 1871 as a 5′ 6″ gauge branch of the former Madras railway, but was subsequently made over to the former Southern Mahratta Railway Company on 1st February 1887 and converted to 3′ 3⅜″ gauge on the 16th May 1887.
Nandyal to Cumbum	15-6-90	63·18			
Cumbum to Tadepalli	3-10-89	122·41			
Tadepalli to Bezwada	...	2·97			
			512·94		
Branches—					
Harihar branch—					
Hubli to Harihar (temporary station).	18-10-86	81·00			
Temporary station to permanent station.	21-2-89				
			81·00		
Bijapur branch—					
Gadag to Hotgi	1-8-84	173·08			
			173·08		
Poona branch—					
Londa to Belgaum	21-3-87	33·00			
Belgaum to Miraj	22-12-87	85·88			
Miraj to Koregaon	2-5-87	76·00			
Koregaon to Ghorpuri	18-11-86	83·07			
Ghorpuri to Poona	4-10-90	0·91			
			278·86		
Guntakal-Mysore Frontier branch—					
Guntakal to Dharmavaram	1-3-92	62·95			
Dharmavaram to Hindupur	23-4-93	49·28			
Hindupur to Mysore Frontier	17-7-93	7·27			
			119·50		
Bellary-Rayadrug branch—					
Bellary to Rayadrug	1-7-05	33·35			
			33·35		
Hospet-Kottur branch—					
Hospet to Kottur	1-4-05	43·06			
Ramandrug to Ramanamalai	1-12-06	4·97			
Nagalapuram to Fortwall	24-5-09	2·84			
Fortwall to Kanivihalli	1-10-10	6·79			
			57·66		
Katpadi-Dharmavaram branch—					
Katpadi to Pakala	18-3-91	39·48			
Pakala to Vayalpad	1-1-92	46·69			
Vayalpad to Dharmavaram	20-3-92	94·14			
			180·31		
Pakala-Gudur branch—					
Pakala to Tirupati West	18-3-91	25·05			
Tirupati West to Gudur	15-9-87	59·05			
			84·10		
Total Madras and Southern Mahratta (3′ 3⅜″ gauge).	...	...	...	1,520·80	

Details of construction—

Permanent-way.—The rails in use are of 41½-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, sal, jamba, pine and Australian eucalyptus and steel trough.

Ballast.—The line is ballasted with stone, gravel, sand and moorum.

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve (situated on the section between Bellary and Rayadrug) is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Braganza Ghats (between miles 0 and 3 on the main line) where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

Contracts—

This line forms part of the Madras and Southern Mahratta projected railway within the meaning of the original contract of the 1st June 1882, as supplemented by the principal contract of the 26th June 1908, the main provisions of which are stated under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge.).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (l)}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I. Includes the Madras and Southern Mahratta railway (5′ 6″ gauge), 6 (*a*.)										TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar yar.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1908	2,542·85	29,65,72,872	2,82,50,979	97,96,440	3·30	85,17,070	59,81,910	5,84,312	—52,86,852	214	65·32
1909	2,545·74	30,21,58,743	2,97,72,171	1,19,36,693	3·95	91,55,944	73,25,715	5,58,508	—51,03,474	225	59·91
1910	2,552·53	30,63,87,664	3,11,30,143	1,30,92,155	4·27	92,69,791	73,25,715	8,19,124	—43,22,475	235	57·94
1911	2,552·53	31,14,03,239	3,28,29,664	1,41,77,381	4·55	94,61,902	73,25,730	11,05,276	—37,15,527	247	56·82

6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Bezwada to Masulipatam	4-2-08	49·47	
Masulipatam to Masulipatam Port (Tidal Lock)	1-1-09	2·33	
			51·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—The line is ballasted 30 miles with stone and the remainder with sand.

Fencing.—The station yards only are fenced.

Curves.—The radius of the sharpest curve is 1,146 feet.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Agreement, dated the 4th February 1908, *between the District Board of Kistna and the Madras and Southern Mahratta Railway Company*, as to maintenance and working, having effect from the 4th February 1908, the date of opening of the Branch.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost.

(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—

The line (which is the property of the District Board of Kistna) is maintained and worked as an integral part of the Company's system by the Madras and Southern Mahratta Railway Company, who provide the rolling-stock and other appliances, etc., necessary thereunto.

For these services the Company is to receive half-yearly 45 per cent of the gross earnings of the Branch; the balance, after meeting the cost of new minor works, being handed over to the District Board.

By way of rebate the Company is to pay to the District Board, in respect of and at the end of each calendar year, such a sum not exceeding in any year 10 per cent of the share attributable to the Company's system of the gross earnings from traffic (except stores) interchanged between the Company's system and the Branch railway asshall, together with the net earnings of the Branch for such year, make up an amount equal to interest for the year at the rate of 3½ per cent on the actual expenditure charged in its capital account.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contract—*concld.*

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—
} The same as from time to time obtain on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—By purchase of the Branch line at the expiry of 30 years, or at subsequent periods of 10 years, on twelve months' notice given, at a price 25 times the yearly average net earnings, excluding rebate payments, of three years preceding purchase, subject to a maximum price of 120 and a minimum of 100 per cent of cost price on a rupee basis.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Kistna District Board to determine agreement.*—
(x) *Power of the Kistna District Board to determine contract.*—
} Nil.

(xi) *Power of the Company to determine agreement.*—
(xii) *Power of the Company to surrender contract.*—
} Nil.

(xiii) *Term of agreement* [*if not determined under* (*vii*)].—Not specified.

(xiv) *Term of contract* [*if not determined under* (*viii*)].—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)	Remarks.
	Miles.	Rs.	Rs.	Rs.		Rs.		
1908 . .	49·47	20,02,813	2,72,333	1,49,783	7·48	117	45·00	
1909 . .	51·80	21,24,465	3,29,527	1,80,804	8·51	122	45·13	
1910 . . .	51·80	21,56,48	3,07,417	1,66,821	7·73	114	45·73	
1911 . .	51·80	21,82,641	2,89,551	1,57,954	7·24	107	45·45	

6 (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Birur to Shimoga	1-12-99	37·92	37·92

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to maintenance and working the Shimoga railway, with effect from 1st December 1899, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$ MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (e) Birur-Shimoga railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Maintenance and working expenses are calculated at the same proportion of the gross earnings of the Shimoga railway as (excluding the cost of new minor works attributable to the Mysore State lines and debitable direct to each of those railways to which the works pertain) obtains on the Company's system as a whole, *plus* 5 per cent* of the gross earnings of the Shimoga railway for the use of the Company's rolling-stock with effect from 1st July 1908, *plus* the cost of new minor works, in each half-year. And in addition thereto the Company is, as from the 1st July 1908, entitled to $\frac{1}{20}$th of the surplus of the net earnings of the Shimoga railway, after payment thereout of the interest payable on any capital expenditure incurred in respect of that line after the 31st December 1907. The residue is to be paid by the Company to the Durbar.

* For the purpose of assessing this charge the *average* gross earnings of the Shimoga railway for the first halves of 1909 and 1910 are taken as the basis of calculation in arriving at future charges for each first half-year, and similarly the average gross earnings of the second halves of 1909 and 1910 are taken as the basis of future charges for each second half-year, in both cases for a period of five years, after the expiration of which the basis of calculation is open to reconsideration. [Railway Board's letter No. 366 R.T, dated the 10th March 1911.]

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.— } The same rates as from time to time obtain on the Madras and Southern Mahratta railway. Except when specially sanctioned by Government, no terminal charge is to exceed 3 pies per maund leviable only at stations of origin and destination.

(vii) *Power of the Government to determine agreement.*—If not determined by the Durbar or the Company sooner, *vide* (ix) and (xi), then the agreement terminates simultaneously with the principal contract between the Secretary of State and the Company, dated the 26th June 1908.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—On the 1st January or 1st July in any year after the year 1904 on 12 months' notice given.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—As noted under (ix).

(xii) *Power of the Company to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(xiii) *Term of agreement.*—As noted under (vii).

(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	37·92	24,05,667	64,606	23,367	0·97	33	63·83
1903	37·92	24,07,802	61,520	24,206	1·01	31	60·65
1904	37·92	24,06,391	68,224	24,628	1·02	35	63·90
1905	37·92	23,98,543	80,672	31,102	1·30	41	61·45
1906	37·92	23,94,973	1,11,176	44,988	1·88	56	59·53
1907	37·92	23,94,973	1,36,926	57,150	2·39	69	58·26
1908	}						
1909	}						
1910	} Included	with the Mysore section (Madras and Southern Mahratta), 6 (*f*).					
1911	}						

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$ · **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Dronachellam to Kurnool	1-1-09	32·00	32·00

Details of construction—

Permanent-way.—The permanent-way consists of 41¼lb. flat-footed steel rails and old pattern second hand steel sleepers.

Ballast.—The ballast consists of sand throughout.

Fencing.—The station yards only have been fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 15th September 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to maintenance and working with effect from 1st January 1909.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*— } The line was constructed by the agency of the Madras and Southern Mahratta
(iii) *Terms of working.*— } Railway Company from funds supplied by the Government, whose property it absolutely is and who will provide any land and all moneys that may, at any time, be required for the purposes of capital expenditure on the Dhone-Kurnool railway. Subject to the general control of Government in every respect, the line is maintained, stocked and worked by the Company, for and on behalf of the State, on the following terms and conditions.

The gross receipts of the Dhone-Kurnool railway are charged with—

(*a*) the actual cost of maintenance of way and works (including revenue new minor works mentioned in clause 18), other than general supervision usually chargeable to Abstract A of the Standard form of Revenue Account prescribed for use on the Company's railway ;

(*b*) a share of the other half-yearly working expenses of the Company's railway system (excluding the cost of Government supervision and control for which no such charge will be levied against the Company in respect of the working of the Branch, but including the cost of general supervision usually chargeable to Abstract A), calculated at the same proportion of the gross receipts of the Branch as obtains on the Company's system, including the Branch, as a whole ;

(*c*) 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock ;

(*d*) Rent and maintenance of works, buildings and premises within the limits of Dronachellam Junction station as indicated in clause 12.

(iv) *Distribution of profits.*—After deducting from the gross receipts of the Branch railway the working expenses above mentioned, the balance belongs to the Government.

(v) *Rates and fares.*— }
(vi) *Special obligations as to the conveyance of.*— } Subject to the same maxima and minima, rules,
(*a*) Mails, troops, police, high Government officials and Government stores.— } conditions and arrangements as from time to time
(*b*) Government bullion and coin.— } obtain on the Madras and Southern Mahratta Railway Company's railways.

(vii) *Power of the Government to determine agreement.*— } Determinable by either party on the 30th June
(viii) *Power of the Company to determine agreement.*— } or 31st December of any year on six months' notice given.

(ix) *Term of agreement.*—Not specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.								Table II	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1909 . .	32·00	9,25,342	1,29,768	47,128	5·09	28,239	+18,889	78	63·68
1910 . .	32·00	9,50,923	99,240	33,653	3·54	31,918	+ 1,734	60	66·09
1911 . .	32·00	9,74,171	1,10,927	29,077	2·98	32,650	— 3,573	67	73·79

6 (*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Yesvantpur to Dodballapur	15-12-92	19·93	
Dodballapur to Mysore Frontier	17-9-93	31·42	
			51·35

Details of construction—

Permanent-way.—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41¼-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company,* having effect from 17th September 1893, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company,* noted under 6 (*a*), Madras and Southern Mahratta Railway (5′ 6″ gauge).

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company,* as to the continuance of existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*e*), Birur-Shimoga railway (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	51·35	24,97,811	2,13,486	77,908	3·12	80	63·51
1903	51·35	24,97,206	2,42,695	96,159	3·85	91	60·38
1904	51·35	24,88,842	3,67,923	1,33,715	5·37	138	63·66
1905	51·35	24,88,944	3,73,993	1,54,872	6·22	140	58·59
1906	51·35	25,00,014	4,03,396	1,63,783	6·55	151	59·40
1907	51·35	25,00,014	3,53,710	1,55,486	6·22	132	56·04
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*f*).						
1909							
1910							
1911							

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*k*) Kolhapur railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Kolhapur to Miraj	21-4-91	29·27	29·27

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers.
Ballast.—The line is ballasted throughout with gravel and sand.
Fencing.—The line is unfenced except for a very short length.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradient.—The ruling gradient is 1 in 100.

Agreement and contract—

Agreement, dated the 17th July 1891, *between the Kolhapur Durbar and the old Southern Mahratta Railway Company*, as to maintenance and working, having effect from 21st April 1891.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Kolhapur Durbar at the cost of capital.
(ii) *Government aid.*—The line is the property of, and was constructed by, the Kolhapur Durbar, who supply funds for any necessary additions thereto. It is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company.
(iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
(iv) *Distribution of profits.*— } system, including the Kolhapur railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Kolhapur railway are then deducted the charges for new minor works and the proportion of working expenses attributable to that line as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.— } The same as for the time being are in force on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—Not specified.
(viii) *Power of the Durbar to determine agreement.*— } Determinable by either party on six months' notice given 3 years after the 21st April 1891.
(ix) *Power of the Company to determine agreement.*— }
(x) *Power of the Government to determine contract.*— } As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).
(xi) *Power of the Company to determine contract.*— }
(xii) *Power of the Durbar to determine contract.*—Nil.
(xiii) *Term of agreement.*—Three years from 21st April 1891; thereafter as against (viii) and (ix).
(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working. (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . . .	29·27	23,25,587	1,23,913	46,407	2·00	81	62·55
1903 . . .	29·27	23,26,188	1,21,957	48,053	2·07	80	60·60
1904 . . .	29·27	23,26,251	1,41,676	53,228	2·29	93	62·43
1905 . . .	29·27	23,26,251	1,70,404	69,432	2·98	112	59·25
1906 . . .	29·27	23,26,251	1,76,234	71,811	3·09	116	59·25
1907 . . .	29·27	23,26,251	1,81,886	77,249	3·32	119	57·53
1908 . . .	29·27	23,26,251	2,22,260	88,154	3·79	146	60·34
1909 . . .	29·27	23,26,251	2,26,772	91,612	3·94	149	59·60
1910 . . .	29·27	23,26,251	2,53,953	1,10,093	4·73	167	56·65
1911 . . .	29·27	23,26,251	2,79,662	1,23,393	5·30	184	55·88

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (l)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Mysore to Nanjangud	1-12-91	15·04	
Nanjangud station to Nanjangud town	12-7-99	0·76	
			15·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Agreement and contract—

Agreement, dated the 14th December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to the maintenance and working of the Nanjangud railway, having effect from the 1st December 1891, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*e*), Birur-Shimoga railway (3′ 3⅜″ gauge), with the following exception, *viz.*,—

(ix) *Power of the Durbar to determine agreement.*—On the 1st January or 1st July in any year after the 30th June 1900, on 6 months' notice given.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	15·80	6,56,462	29,870	10,938	1·67	36	63·38
1903	15·80	6,56,462	31,923	12,687	1·93	39	60·26
1904	15·80	6,56,462	38,873	14,404	2·19	47	62·95
1905	15·80	6,56,462	44,174	18,015	2·74	54	59·22
1906	15·80	6,56,462	49,946	20,559	3·13	61	58·84
1907	15·80	6,56,462	38,827	16,040	2·44	47	58·69
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*j*).						
1909							
1910							
1911							

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Mysore to Mandya	25-2-82	27·97	
Mandya to Channapatna	20-3-81	23·25	
Channapatna to Bangalore.	1-2-81	34·75	
Bangalore to Tumkur	11-8-84	43·00	
Tumkur to Gubbi	26-12-84	11·00	
Gubbi to Birur	12-8-89	76·57	
Birur to Harihar	21-2-89	79·68	
			296·22

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. and 60-lb. flat-footed steel rails, with the exception of about 2·75 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Contracts—

Dated the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contract subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts—

(i) *Land.*—Provided by the Government on behalf of the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The railway, which (as between the Government and the Company, and without prejudice to any arrangements between the former and the Mysore Durbar) is declared to be absolutely the property of the Government, was constructed and equipped with rolling-stock and all other appliances necessary thereunto, and is maintained and worked by the Madras and Southern Mahratta Railway Company, on behalf of the Government. All funds for capital expenditure are provided by the Durbar, under capital expenditure being included the cost of stores.

Government guarantee interest in sterling, payable half-yearly on the 1st April and 1st October, at the rate of 4 per cent per annum on the sum of £1,200,000, the nominal amount of debenture stock issued by the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—

From the joint working expenses of the entire system are first deducted certain "direct" charges, *viz.*, on account of new minor works, Government supervision and control, payment for use of rolling-stock and for use of joint stations; these "direct" charges being payable in their entirety by the railways incurring them. The balance of the joint working expenses is then divided as between the whole system and the Mysore section in proportion to gross earnings of each. The share of the Mysore section thus arrived at, added to the "direct" charges incurred on that section, form the working expenses of the Mysore section.

The gross receipts attributable to the Mysore section are applied—

(*a*) in discharge of the working expenses arrived at as above, and

(*b*) in payment of interest at 4 per cent on capital expenditure incurred on the section since 31st December 1907;

(*c*) the surplus being divided between the Government (on behalf of the Durbar) and the Company in the proportion of 19/20 and 1/20, respectively.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*—

As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$ · **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1887 will be found in Appendix 38 to the Report for 1907.)—

TABLE I. | TABLE II.

Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, 6 (*e*), (*g*) and (*i*), from 1908.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	139·75	91,36,438	5,13,259	1,40,723	1·54	6,70,864	35,018	—5,65,159	71	72·58
1888	139·75	1,25,76,692	5,70,657	1,34,031	1·07	6,94,210	33,607	—5,93,786	79	76·51
1889	290·00	1,44,24,093	8,96,273	2,19,813	1·52	7,07,500	54,991	—5,42,678	72	75·47
1890	296·00	1,47,11,610	11,86,318	2,59,084	1·76	6,48,733	64,772	—4,54,421	77	78·16
1891	296·00	1,50,76,285	13,24,525	4,39,280	2·91	6,54,850	1,09,760	—3,25,330	86	66·83
1892	296·00	1,46,36,205	13,99,463	4,43,427	3·03	7,29,624	1,10,863	—3,97,060	91	68·31
1893	296·00	1,46,42,217	16,83,203	6,74,562	4·61	7,70,439	1,68,171	—2,64,048	109	59·92
1894	296·00	1,47,60,293	14,45,412	4,77,149	3·23	8,38,525	1,19,039	—4,80,415	94	66·99
1895	296·00	1,49,22,452	15,78,231	6,29,385	4·22	8,70,947	1,56,931	—3,98,493	103	60·12
1896	296·00	1,51,08,257	15,84,981	6,76,976	4·48	8,21,588	1,69,189	—3,13,801	103	57·29
1897	296·00	1,51,99,757	18,80,019	7,98,285	5·25	7,75,708	2,00,031	—1,77,454	122	57·54
1898	296·00	1,55,07,319	18,92,851	4,13,421	2·67	7,38,461	1,02,680	—4,27,720	90	70·32
1899	296·00	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	82,076	—4,74,160	69	68·97
1900	296·00	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,887	89	65·77
1901	296·36	1,60,14,879	14,33,240	4,07,791	2·55	7,22,244	1,01,860	—4,16,813	93	71·55
1902	296·22	1,60,76,009	15,97,046	5,58,082	3·47	7,21,062	1,39,538	—3,02,518	104	65·06
1903	296·22	1,62,34,903	15,35,270	5,82,298	3·59	7,20 000	1,46,012	—2,83,714	100	62·07
1904	296·22	1,62,59,794	15,85,324	5,63,667	3·47	7,20,000	1,40,940	—2,97,273	103	64·44
1905	296·22	1,64,78,981	17,90,901	6,98,051	4·24	7,20,000	1,73,883	—1,95,832	116	61·02
1906	296·22	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80,428	120	61·10
1907	296·22	1,70,31,855	21,57,636	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·86
1908	401·29	2,29,75,788	30,71,949	11,66,353	5·08	8,64,949	1,51,026	+1,50,378	147	62·03
1909	401·29	2,32,36,445	26,71,013	10,67,326	4·59	10,43,593	55,389	—31,656	128	60·04
1910	401·29	2,35,17,190	28,00,896	11,28,684	4·80	10,48,897	57,763	+22,024	134	59 70
1911	401·29	2,36,85,396	28,55,654	12,07,863	5·10	10,60,813	61,457	+85,563	137	57·70

6 (*k*) Sangli railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Miraj Junction to Sangli	1-4-07	4·90	4·90

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 50.

Agreements and contract—

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company*, as to the construction of the Sangli railway.

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company*, as to the maintenance and working of the Sangli railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*k*) Sangli railway (3′ 3⅜″ gauge)—*concld.*

Agreements and contract—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreements subject to the variations and modifications thereof as therein set forth.

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Sangli Durbar free of cost.

(ii) *Government aid.*—The Sangli railway was constructed by the former Southern Mahratta Railway Company from funds supplied by the Durbar, whose property it is and who will provide all further funds that may be necessary for new works chargeable to Capital. The Branch is maintained stocked and worked by the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the total expenses of maintaining and working the Company's system, including the Sangli railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Sangli railway are then deducted the charges for new minor works and the proportion of working expenses attributable to the Branch as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*— } The same as for the time being are in force on the Madras and Southern Mahratta railway.
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—

(vii) *Power of the Government to determine agreement.*—Not specified.

(viii) *Power of the Durbar to determine agreement*—
(ix) *Power of the Company to determine agreement.*— } Determinable by either party on six months' notice given 3 years after the 1st April 1907.

(x) *Term of agreement.*—3 years from 1st April 1907; thereafter as against (viii) and (ix).

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	4·90	1,27,770	19,585	8,011	6·27	102	59·10
1908 . . .	4·90	1,66,382	33,321	13,402	8·05	131	59·78
1909 . . .	4·90	1,69,903	40,733	15,712	9·25	160	61·43
1910 . . .	4·90	1,75,091	43,136	18,176	10·38	169	57·86
1911 . . .	4·90	1,77,254	43,863	19,276	10·87	172	56·05

6 (*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Major-General Sir Henry Green, K.C.S.I., C.B.
Secretary.—George K. Wasey, Esq.
Offices.—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Mormugao Harbour to Sonaulim	17-1-87	41·00	
Sonaulim to the Portuguese frontier	3-2-88	10·10	
			51·10

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sâl, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Contracts and agreement—

Contract, dated the 18th April 1881, *between the Portuguese Government and the West of India Portuguese Railway Company*, as to the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

Contract, dated the 19th December 1892, *between the Portuguese Government and the West of India Portuguese Railway Company*, providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000, which was formerly paid by the British to the Portuguese Government and hypothecated by the latter to the Company.

Agreement, dated the 21st August 1902, *between the former Southern Mahratta Railway Company and the West of India Portuguese Railway Company*, as to the maintenance and working of the railway from Mormugao to the Portuguese Frontier and the harbour at the Port of Mormugao.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts and agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Portuguese Government free of cost to the West of India Portuguese Railway Company.

(ii) *Government aid.*—Guarantee by the Portuguese Government of interest in sterling at 5 per cent per annum on £800,000, and at 6 per cent per annum on any additional capital. The interest is secured (*a*) on the annual subsidy of Rs. 4,00,000 payable by the British Government to the Portuguese Government under the Goa Treaty of 1878, or any subsidy payable in lieu thereof, and (*b*) on the Abkari (excise) duties levied in Goa. Any deficiency is, however, to be made up by the Portuguese Government from other sources.

The line, which is the property of the West of India Portuguese Railway Company, is maintained and worked by the Madras and Southern Mahratta Railway Company as part of the latter's undertaking, except as to further capital expenditure which is provided by the Portuguese Government.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } *As between the Madras and Southern Mahratta and West of India Portuguese Railway Companies.*—*Railway* revenue expenses are in the first instance paid by the Madras and Southern Mahratta Railway Company. Separate half-yearly accounts are kept of the gross earnings respectively of the Madras and Southern Mahratta railway and the West of India Portuguese railway. The gross working expenses of the combined railways (excluding revenue expenditure on new minor works which is borne entirely by the railway—whether the Madras and Southern Mahratta or the West of India Portuguese—incurring it and is in either or both cases excluded from the joint working expenses, and interest payable by the Madras and Southern Mahratta Railway Company on the capital cost of telegraph lines equipped and owned by the Government of India) are borne by the two Companies in the proportion of their respective gross earnings for each half-year.

As to *Harbour* receipts and expenses, a separate account is kept of all sources of revenue at the Port of Mormugao. The amount chargeable by the Madras and Southern Mahratta Railway Company for maintenance and working is actuals, *plus* 10 per cent thereon for superior supervision, subject to the proviso that if in the aggregate they (without the sanction of the West of India Portuguese railway) exceed the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899, any such excess is to be annulled, or reduced as much as possible by a corresponding diminution in the charge for supervision.

The profits arising from the West of India Portuguese railway, being the excess of earnings over working expenses so calculated, are to be paid half-yearly by the Madras and Southern Mahratta Railway Company to the West of India Portuguese railway.

(v) *Distribution of profits as between the Portuguese Government and the West of India Portuguese Railway Company.*—The surplus profits in any year, after payment of the guaranteed interest for that year, are to be divided equally between the Portuguese Government and the West of India Portuguese Railway Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*l*) West of India Portuguese railway (3′ 3⅜″gauge)—*contd.*

Main provisions of contracts and agreement—*concld.*

(vi) *Rates and fares.*—The maximum rates and fares to be fixed with the consent of the Portuguese Government, and not to exceed the maxima on the Great Indian Peninsula railway; they are also subject to the maxima and minima prescribed in the contracts between the Secretary of State for India and the Madras and Southern Mahratta Railway Company.

(vii) *Special obligations as to the conveyance of.*—

(*a*) Mails, both British and Portuguese.—To be conveyed on the West of India Portuguese railway upon the terms of the Treaty of 1878.

(*b*) Portuguese Government troops, officials, and Government stores.—To be conveyed on the West of India Portuguese railway on the same conditions as on Indian State railways.

(viii) *Power of the Portuguese Government to determine contract.*—The Portuguese Government may purchase the railway and all other works—

(*a*) at any time by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of the railway or any section thereof, by giving two years' notice.

In the first case the Portuguese Government must pay to the Company in London a sum in sterling not less than the amount actually expended by the Company on the railway and other works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances, and stores.

In the second case the price to be paid by the Portuguese Government is a sum in sterling equal to the amount of the value of all the shares, debentures and stock of the Company, calculated according to the mean market value in London during the three years immediately preceding the expiration of the two years' notice (such sum not to be less than the amount actually expended by the Company on the railway and other works), *plus* the value of the rolling-stock, machinery, station appliances and stores.

At the expiration of the term of the contract [99 years, see (xii),] the line becomes the property of the Portuguese Government, but the rolling-stock, machinery, station appliances and stores, and any other movable property or plant, have to be paid for at their fair value.

(ix) *Power of the West of India Portuguese Railway Company to surrender contract.*—The West of India Portuguese Railway Company may make over the railway and works to the Portuguese Government—

(*a*) in the event of failure on the part of the Portuguese Government to pay the guaranteed interest in full, by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of any section of the line without renewal of the Treaty of 1878, by giving two years' notice.

In the first case the West of India Portuguese Railway Company would be entitled to receive from the Portuguese Government, in sterling, the amount actually expended on the railway and works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances, and stores: in the second case, the same amount, less the additional 10 per cent on the expenditure on the railway and works.

(x) *Power of the Madras and Southern Mahratta Railway Company to determine agreement.*—
(xi) *Power of the West of India Portuguese Railway Company to determine agreement.*— } Determinable by either party at the end of two years from the 1st July 1902 (the date on which it came into force) on 6 months' notice given, reckoned either from the 30th June or the 31st December next after the delivery of such notice.

Upon the determination of the agreement the Madras and Southern Mahratta Railway Company to surrender to the West of India Portuguese Railway Company the railway and harbour and their equipment, etc., and to pay to the latter all money held on account of the railway.

(xii) *Term of contract* [*if not determined under* (*ix*), (*x*) *or* (*xi*)].—99 years from date of opening of line.

(xiii) *Term of agreement* [*if not determined under* (*x*), or (*xi*)].—5 years, *i.e.*, until the 30th June 1907. Unless extended with the consent of both parties on or before the* 1st June 1907, the West of India Portuguese Railway Company have the right to resume the working of their line and harbour on and from the 1st July 1907.

* Since extended to 30th June 1912, *vide* letter from the *India Office to the Madras and Southern MahrattaRailway Company*, No. P. W. 274, dated the 26th February 1908.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (l)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

6 (*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Includes the Harbour works.							
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903 . .	51·11	1,63,29,812	5,24,871	1,69,495	1·04	197	67·71
1904 . .	51·10	1,64,00,303	6,84,391	2,48,378	1·51	258	63·71
1905 . .	51·10	1,61,71,059	6,22,125	2,20,841	1·37	234	64·50
1906 . .	51·10	1,63,13,911	6,23,616	2,08,948	1·28	234	66·49
1907 . .	51·10	1,63,13,911	11,01,877	4,58,591	2·81	415	58·38
1908 . .	51·10	1,70,71,439	10,64,804	3,92,394	2·30	401	63·15
1909 . .	51·10	1,75,93,058	9,60,235	3,75,092	2·13	361	60·93
1910 . .	51·10	1,76,70,672	12,64,030	5,42,226	3·07	476	57·10
1911 . .	51·10	*1,77,41,327	12,20,715	5,33,068	3·00	459	56·35

* Original capital up to 31st December 1901, £1,349,058-2-5 @ 1*s.* 8*d.* per rupee = ... Rs. 1,61,88,697
Expenditure by Portuguese Government on Improvements of line and harbour up to 31st December 1911. ... 15,52,630
Total ... 1,77,41,327

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (d)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.

Secretary—M. T. Walker, Esq.

Offices—Winchester House, 50, Old Broad Street, London, E.C.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13	...	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58	...	20·58
(*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13	...	391·13
(*d*) Hingoli Branch railway (3′ 3⅜″ gauge)	...	50·26	50·26
Total	741·84	50·26	792·10

Running powers—

Home line over foreign line :—

Outer signal at Bezwada to Bezwada station, Madras and Southern Mahratta railway, for passenger and goods trains 0·89

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State Railway agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—					
Wadi junction to Secunderabad	9-10-74	115·45*			* Of this 5·86 miles, Secunderabad to Hyderabad, are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Secunderabad to Warangal	8-4-86	86·66			
Warangal to Dornakal	1-1-88	52·66			
Dornakal to Bona Kalu	5-8-88	31·99			
Bona Kalu to the British frontier	10-2-89	23·54			
			310·30		
Branches—					
Hyderabad branch—					
Husain Sagar to Hyderabad	9-10-74	3·57			
			3·57		
Mineral branch—					
Dornakal to Singareni Coal-fields	1-1-88	16·26			
			16·26		
				330·13	

Details of construction—

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers. The next 9 miles are laid with 68-lb. double-headed steel rails on cast iron pot sleepers and the following 56 miles with 85-lb. flat-footed rails on Jarrah wood sleepers. The remainder of the line is laid with 66¼-lb. flat-footed steel rails on steel pea-pod sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (d)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*contd.*

Agreement—

Agreement, dated the 27th December 1883, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited*, as to the acquisition, management, maintenance and working of the line from Wadi to Hyderabad and Secunderabad, the construction, etc., of certain 5′ 6″ gauge extensions and the preferential right to construct all new railways in His Highness the Nizam's territories.

Letter No. 257, dated the 7th March 1903, from the Nizam's Government to the Railway Company as to rates and fares.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee of interest in sterling, at 5 per cent per annum on the Company's share and debenture capital for 20 years, from the date on which such capital is paid up. (The guarantee in the case of the share capital ceased on the 25th June 1904, but the date of termination of the guarantee in respect of the debenture capital cannot be stated, as the full amount of that capital has not yet been raised. An issue of debentures for £100,000 was made so recently as 1907 and 1908.)

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter interest for each year, at the rate of 5 per cent on the share and debenture capital, is to be the first charge against the net earnings of such half-year or year. Of any residue, either before or after the cessation of the guarantee, one half is to be applied in payment to the Nizam's Government of guaranteed interest not previously recouped and in payment of any other sums owing by the Company to the Nizam's Government, and the other half is to be retained by the Company. When the Nizam's Government has been reimbursed all sums paid under the guarantee, together with simple interest thereon at 5 per cent per annum, the Company is to be entitled to the whole of the net earnings.

(iv) *Rates and fares.*—Not to exceed those from time to time prevailing on the Great Indian Peninsula railway, unless otherwise agreed between the Nizam's Government and the Company. [By letter No. 257, dated the 7th March 1903, from the Secretary to His Highness's Government in the Financial Department to the Agent and Manager of His Highness the Nizam's Guaranteed State Railways Company, the provisions in this respect of the agreement of 1883 have been modified so as to permit the Company to levy such rates and fares as are not in excess of those which obtained on the Great Indian Peninsula railway at the date of that agreement.]

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails and Post Office servants of both the Nizam's Government and the Government of India.—To be conveyed free of charge.

(*b*) Troops, officials, and Government stores.—Troops and officials of both the Nizam's Government and the Government of India to be conveyed at special rates; stores at the lowest rates ordinarily chargeable.

(*c*) Bullion and coin.—At special rates.

(vi) *Power of the Government to determine agreement.*—In the event of any breach by the Company of any of the provisions of the agreement, the Nizam's Government may give the Company in London six months' notice of its intention to determine the agreement; and unless the breach shall be remedied within the 6 months, the Nizam's Government may determine the agreement and assume possession of the railway, paying the Company in London in sterling so much of the capital as shall be unredeemed.

The Nizam's Government may also terminate the agreement and purchase the railway, rolling-stock, etc., on the 1st January 1914, 1st January 1934, or 1st January 1954, by giving 12 months' notice in London. On the day on which the railway is thus acquired the Nizam's Government is to pay to the Company, in sterling in London, the amount of the unredeemed capital, *plus* a bonus of 25 per cent.

At the end of the full term of 99 years, if the agreement continues so long, the land in the possession of the Company, with the railway, buildings, works, and fixed machinery, will revert to the Government free from all debts and charges, but the rolling-stock, plant, movable machinery, and stores must be purchased by the Government at their fair value.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (d)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*concld.*

Main provision of agreement—*concld.*

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi) *or* (vii)].—99 years from the date on which the extension from Hyderabad towards Bezwada was opened throughout, *viz.*, 10th February 1889.

Statistics of working (Those for the periods prior to 1885 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885	117·10	2,47,70,823	11,13,950	4,87,024	1·97	178	56·27
1886	205·37	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887	205·37	3,27,45,397	15,48,891	5,52,905	1·69	143	64·30
1888	305·71	3,54,89,073	17,76,075	7,57,467	2·13	118	57·35
1889	329·20	3,59,09,620	22,57,462	7,69,208	2·14	129	65·93
1890	329·20	3,76,96,721	25,07,268	10,39,590	2·76	145	58·54
1891	329·20	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892	329·20	3,95,48,395	27,80,642	13,24,959	3·35	161	52·35
1893	330·13	4,01,96,909	30,61,605	14,36,451	3·57	177	53·08
1894	330·13	4,02,33,826	32,56,885	16,22,028	4·03	188	50·20
1895	330·13	4,06,43,818	32,15,541	15,77,149	3·88	185	50·95
1896	330·13	4,08,24,737	33,03,522	17,28,196	4·23	191	47·69
1897	330·13	4,09,60,944	36,10,354	19,38,769	4·73	208	46·30
1898	330·13	4,10,54,449	39,07,612	22,74,580	5·54	225	41·79
1899	330·13	4,15,68,731	41,10,201	25,01,046	6·02	237	39·15
1900	330·13	4,17,49,124	49,12,056	28,41,985	6·81	283	42·14
1901	330·13	4,24,30,543	40,77,927	26,48,120	6·24	236	35·06
1902	330·13	4,28,89,527	44,06,494	26,82,533	6·25	254	39·12
1903	330·13	4,30,13,663	43,16,630	25,38,386	5·90	249	41·22
1904	330·13	4,32,66,412	43,32,440	27,90,690	6·45	250	35·59
1905	330·13	4,35,86,043	42,78,161	28,49,703	6·54	247	33·39
1906	330·13	4,36,45,097	44,84,105	27,98,897	6·41	259	37·58
1907	330·13	4,49,34,824	49,85,081	33,02,905	7·35	288	33·74
1908	330·13	4,56,07,808	46,99,296	30,15,029	6·61	255	38·96
1909	330·13	4,66,62,100	46,92,067	26,43,417	5·67	273	43·66
1910	330·13	4,72,19,094	53,14,905	28,46,520	6·03	309	46·44
1911	330·13	4,63,37,518	57,07,861	27,13 285	5·86	332	52·46

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to the north outer signal of the Bezwada station, was a section of the late East Coast State railway and was worked by His Highness the Nizam's Guaranteed State Railways Company as a part of its own system up to December 1897 when it was transferred to the State. It was transferred back to the Company for working from the 1st January 1901.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Hyderabad frontier to Bezwada	10-2-89	20·58	20·58

Details of construction—

Permanent-way.—The line is laid with 66¼-lb. flat-footed steel rails on Jarrah wood sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (d)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—*concld.*

Agreement—

Dated the 6th April 1909, *between the Railway Board, acting on behalf of the Secretary of State and His Highness the Nizam's Guaranteed State Railways Company, Limited*, as to the maintenance, management and working, by the Company, of the Bezwada Extension railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all further funds chargeable to the capital account, and it is managed, maintained, stocked and worked by the Company as if it were part of the Company's broad gauge system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is managed, maintained, stocked and worked by His Highness the Nizam's Guaranteed State Railways Company for the same percentage of its gross earnings as that borne by the working expenses of the Company's broad gauge system to its gross earnings, as published in the Company's Revenue Accounts for the same half-year, *plus* 5 per cent. of the gross earnings of the Bezwada extension railway for the use of rolling-stock. But in addition thereto, any extraordinary maintenance charges due to causes other than ordinary wear and tear shall be charged, with the approval of the Railway Board, to the Bezwada Extension railway. Such extraordinary charges shall be excluded in working out the percentage of ordinary maintenance charges payable by the Bezwada Extension railway. The balance is paid over to the Government of India as the net earnings of the Bezwada extension.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*— } To be the same as from time to time obtain on the Company's 5′ 6″ gauge system.

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } Terminable on the 1st January or the 1st July in any year, on 6 months' notice given by either party to the other. Any breach of the terms of the contract may lead, *ipso facto*, to its determination.

(ix) *Term of agreement.*—Until terminated under (vii) and (viii).

Statistics of working (Those for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.)—

Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901	20·58	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420	248	43·38
1902	20·58	11,60,425	2,89,683	1,40,329	12·09	46,375	+93,954	259	51·55
1903	20·58	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605	275	49·78
1904	20·58	11,75,731	3,20,656	1,78,955	15·22	46,698	+1,32,057	287	44·19
1905	20·58	11,78,645	3,47,490	2,04,239	17·33	47,046	+1,57,193	311	41·22
1906	20·58	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555	313	45·09
1907	20·58	11,81,952	3,15,376	1,83,883	15·56	35,691	+1,48,192	282	41·69
1908	20·58	11,83,796	3,38,623	1,91,624	16·19	40,277	+1,51,347	316	43·41
1909	20·58	12,06,026	3,12,154	1,52,554	12·65	39,884	+1,12,670	280	51·28
1910	20·58	12,01,940	3,42,614	1,58,254	13·17	40,182	+1,18,072	320	53·81
1911	20·58	12,19,120	3,54,265	1,40,815	11·55	41,560	+99,255	331	60·25

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (d)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
Manmad to Jalna	21-10-99	109·28		
Jalna to Sailu	7-12-99	44·79		
Sailu to Purbhani	25-4-00	26·40		
Purbhani to Nanded	9-10-00	36·60		
Nanded to Sivungaon	23-8-00	17·61		
Sivungaon to Basar.	25-4-00	32·94		
Basar to Secunderabad	25-4-00	117·65		*Laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
Secunderabad to Hyderabad	16-5-01	5·86*	391·13	

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and $1\frac{5}{16}\frac{9}{}$, $2\frac{2}{1}\frac{5}{0}$ and $2\frac{5}{2}\frac{1}{}$, and $2\frac{9}{1}\frac{7}{6}$ and 384·27 except within station limits, and wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Agreements—

Dated the 16th March 1897, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Dated the 1st March 1910, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the maintenance, management and working of the Hingoli branch, by the Company, as part of the Hyderabad-Godavari Valley railway.

Main provisions of agreements—

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee in sterling, for 20 years from the date on which the line was completed and opened for traffic throughout (16th May 1901), of the interest payable on the debenture capital (not exceeding £2,500,000) raised for the purposes of the contract, together with an additional one per cent. for a Sinking Fund. (The amount of capital raised to the present time has been £1,935,000, and the rate of interest payable on it is 3½ per cent.)

(iii) *Distribution of profits.*—During the period of the repayment of the guaranteed interest for each half-year, and thereafter the interest payable on the debenture capital for each year, is to be the first charge against the net earnings for such half-year or year. Any surplus, either before or after the cessation of the guarantee, is to be divided equally between the Nizam's Government and the Company.

(iv) *Rates and fares.*—Not to be in excess of those prevailing on the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)], unless otherwise agreed.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails.—

(*b*) Troops, officials and Government stores.—

(*c*) Bullion and coin.—

} As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge).

(vi) *Power of the Nizam's Government to determine agreement.*—As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge), with the exception that, in the event of the line being purchased in 1934 or 1954, the price to be paid is to be the amount of the unredeemed capital only, without the bonus of 25 per cent in addition.

(vii) *Power of the Company to surrender agreement.*—Nil.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (d)}}$ · **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*concld.***

7 (*c*) Hyderabad-Godavari Valley railway (3′3⅜″ gauge)—*concld.*

Main provisions of agreements—*concld.*

(viii) *Term of agreement [if not determined under* (vi) *or* (vii)].—The remainder of the termof the contract relating to the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)] which was unexpired at the date of the present contract.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses earnings.
(1)	(2)		(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	154·23	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	385·23	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	391·42	2,46,58,951	20,10,033	9,23,300	3·74	99	54·07
1902	391·42	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	391·42	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	391·13	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	391·13	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	391·13	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	391·13	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50
1908	391·13	2,73,97,247	32,41,828	15,61,740	5·70	159	51·82
1909	391·13	2,75,50,030	32,54,724	14,02,129	5·09	160	56·93
1910	391·13	2,79,30,418	36,55,833	18,05,391	6·46	180	50·62
1911	391·13	2,91,88,053	34,97,306	13,12,510	4·50	172	62·48

7 (*d*) Hingoli Branch railway (3′3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Purna to Hingoli (sanctioned on 13th March 1909)	...	50·26	50·26

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (n)}$. **NORTH WESTERN RAILWAY SYSTEM.**

Lines comprised in the system.—The North Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western railway (5′ 6″ gauge)	3,656·30	109·16	3,765·46
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	54·26	...	54·26
(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)	15·79	...	15·79
(*d*) Khanpur-Chachran railway (5′ 6″ gauge)	22·02	...	22·02
(*e*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*f*) Rajpura-Bhatinda railway (5′ 6″ gauge)	107·01	...	107·01
(*g*) Southern Punjab railway (5′ 6″ gauge)	424·06	...	424·06
(*h*) Southern Punjab "Ludhiana" Extension railway (5′ 6″ gauge).	152·04	...	152·04
(*i*) Sutlej Valley railway (5′ 6″ gauge)	208·19	...	208·19
(*j*) Kalka-Simla railway (2′ 6″gauge)	59·92	...	59·92
(*k*) Kohat-Thal railway (2′ 6″ gauge)	61·75	...	61·75
(*l*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*m*) Jullundur Doab railway (5′ 6″ gauge)	...	113·03	113·03
(*n*) Trans Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)	...	88·66	88·66
Total	4,880·24	310·85	5,191·09

Running powers—

Home line over foreign line:—

East Indian railway, Ghaziabad to Delhi, for passenger and goods trains . . . . . 13·00

Foreign line over home line:—

Oudh and Rohilkhand railway, Meerut City to Meerut Cantonment, for passenger trains only . 2·75

8 (*a*) North Western railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
COMMERCIAL SECTION—					
Main Line—					
Ghaziabad to Meerut City	18-4-67	27·33			
Meerut City to Ambala Cantonment	1-1-69	121·02			
Ambala Cantonment to Ludhiana	12-10-69	70·66			
Ludhiana to Phillaur	15-10-70	8·28			
Phillaur to Jullundur Cantonment	1-4-70	26·12			
Jullundur Cantonment to Beas	15-11-69	25·53			
Beas to Amritsar	1-11-67	26·30			
Amritsar to Lahore	10-4-62	32·33			
Lahore to Jhelum	6-10-78	103·12*			* This length was constructed on the 3′ 3½″ gauge previous to September 1873, but was converted to the 5′ 6″ gauge on the 6th October 1878.
Jhelum to Rawalpindi	†	76·38			† The line was opened by sections on the 5′ 6″ gauge, using temporary diversions near Domeli—thus Jhelum to Ratial, 1st January 1880 (15 miles) and Ratial to Rawalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882; and the complete 1/50 graded through line between Jhelum and Rawalpindi, (70·50 miles) was established. But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to 1/100 have been opened and the present length of line on the 31st March 1897 is—Jhelum to Rawalpindi, 76·38 miles.
Rawalpindi to mile 560·63 (between Lawrencepur and Campbellpur Cantonment).	1-1-81	45·38			
Mile 560·63 to Rumian, mile 572·13	1-4-99	11·50			
Mile 572·13 to Attock Bridge	...	5·25			
Attock Bridge to Khairabad	31-5-83	2·38			
Khairabad to Peshawar City	1-5-82	41·25			
Peshawar City to Peshawar Cantonment	1-1-83	2·65			
Lahore to Khanewal	24-4-65	177·25			
Khanewal to Lodhran	1-4-09	56·42			
Lodhran to Khanpur	1-7-78	93·53			
Khanpur to Nara Canal Bridge	1-7-78	131·05			
Nara Canal Bridge to Rohri	0-0-89	1·00			
Rohri to Shahdadpur	15-11-96	139·84			
Shahdadpur to Rahoki	15-11-96	39·09			
Rahoki to Hyderabad	28-3-10	6·25			
Hyderabad to Kotri	25-5-00	5·29			
Kotri to Karachi City	13-5-61	104·89			
Karachi City to Kiamari including Napier Mole.	16-6-89	3·07	1,383·06		
Branches—					
Tawi branch (British section)—					
Wazirabad to Sialkot	1-1-84	26·50			
Sialkot to Tawi (Frontier of Kashmir State)	15-3-90	9·08	35·58		
Wazirabad-Khanewal branch—					
Wazirabad to Hafizabad	15-8-95	37·37			
Hafizabad to Sangla Hill	1-1-96	31·45			
Sangla Hill to Lyallpur	15-2-96	27·21			
Lyallpur to Toba Tek Singh	2-6-99	49·00			
Toba Tek Singh to Khanewal	16-4-00	55·53	200·56		
Phulji branch—					
Phulji to Puranadera	1-6-82	2·57			
Phulji branch extension	31-3-02	0·34	2·91		
Sukkur Bandar branch—					
Sukkur Main to Sukkur Bandar.	1-10-78	1·25	1·25		
Carried over	...	...	1,623·36		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (n)}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

3 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward . .	...	...	1,623·36		
Kotri Bandar branch—					
Kotri to Kotri Bandar	1-4-89	1·01	1·01		
Lahore Cantonment Chord branch—					
Lahore Cantonment East to Lahore Cantonment West.	10-12-91	*2·13	2·13		* This is a military line and is not intended to be used for ordinary public traffic.
Kotri-Rohri (vid Ruk) branch—					
Rohri to Sukkur	27-3-89	2·64			
Sukkur to Radhan *vid* Ruk . . .	1-10-78	79·31			
Radhan to Laki	27-10-78	70·57			
Laki to Kotri	8-10-78	75·48	228·00		
Raewind-Bhatinda branch—					
Raewind to Kasur	15-4-83	16·70			
Kasur to Ganda Singhwala . . .	10-6-83	7·00			°
Ganda Singhwala to Hussainiwala . .	15-12-83 / 8-5-87	5·50			
Hussainiwala to Ferozepore City . .	1-10-92	2·00			
Ferozepore City to Ferozepore Cantonment.	1-10-88	2·00			
Hussainiwala to Ferozepore Cantonment	8-5-87	*3·50			
Ferozepore Cantonment to Bhatinda . .	15-6-99	†55·23	91·93		† Includes 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge between Kot Kapura and Bhatinda.
Pathankot branch—					
Amritsar to Dinanagar	1-1-84	51·22			
Dinanagar to Pathankot	8-6-84	15·48	66·70		
Jech Doab line—					
Malakwal to Sargodha	1-4-03	46·25			
Sargodha to Shorkot Road . . .	14-5-06	102·56	148·81		
Lower Sind extension—					
Hyderabad to Badin	15-10-04	62·14	62·14		
Shahdara-Sangla branch—					
Shahdara to Sangla	10-4-07	54·76	54·76		
Lodhran-Khanewal chord (vid Sher Shah)—					
Khanewal to Multan Cantonment . .	24-4-65	30·50			
Multan Cantonment to Muzaffarabad .	21-8-70	6·89			
Muzaffarabad to Lodhran	1-7-78	47·61	85·00		
Shorkot Road-Chichoki Mallian section—					
Shorkot Road to Jaranwala . . .	2-5-11	87·70			
Jaranwala to Chichoki Mallian . .	8-11-09	48·10	135·80		
TOTAL OPEN MILEAGE (COMMERCIAL SECTION)	...	...	...	2,499·64	
FRONTIER SECTION (MILITARY)—					
Sind-Sagar line—					
Main line—					
Lala Musa to Baha-ud-din	‡1-1-80	28·46			‡ Date of opening of the original 3′ 3⅜″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Lala Musa to Malakwal, on 10-2-86.
Baha-ud-din to Hariah	‡1-2-80	10·52			
Hariah to Malakwal	‡10-4-80	5·99			
Malakwal to Bhakkar (*vid* Kundian) .	15-8-87	172·20			
Bhakkar to Chenab West Bank . . .	22-1-87	119·71			
Chenab West Bank to Chenab East Bank .	1-2-90	2·49			
Chenab East Bank to Sher Shah . .	1-1-89	2·39	341·76		
Branches and sections—					
Golra-Basal section—					
Golra Junction to Basal Junction . .	1-4-81	46·75	46·75		
Kohat section—					
Jand to Khushalgarh	16-4-81	7·00			§ This is the date of opening of the original 2′ 6″ gauge line which was subsequently converted to, and opened on, the 5′ 6″ gauge on 5-1-08.
Khushalgarh to Kohat	§25-5-02	33·42	40·42		
Bhera branch—					
Malakwal to Miani	‖10-4-80	8·99			
Miani to Bhera	‖2-2-82	9·11	18·10		‖ Dates of opening of original 3′ 3⅜″ gauge lines, subsequently converted to, and opened on, the 5′ 6″ gauge, Malakwal to Bhera, on 15-3-87.
Bhaganwala branch—					
Haranpur to Bhaganwala . . .	...	10·84	10·84		
Dandot branch—					
Chalisa Junction to Khewra salt mines .	¶1-1-83	6·36			¶ Date of opening of the original 3′ 3⅜″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Chalisa Junction to Khewra salt mines, on 15-8-87 and Khewra to Dondot on 1-8-89.
Khewra to Dandot		2·15	8·51		
Kundian-Campbellpur section—					
Kundian to Daud Khel	15-3-92	30·34			
Daud Khel to Jand	1-4-99	54·65			
Jand to Basal	16-4-81	16·41			
Basal to Campbellpur	1-4-99	18·45	119·85		
Mari branch—					
Daud Khel to Mari	15-3-92	6·25	6·25		
Ghazi Ghat branch—					
Mahmud Kot to Ghazi Ghat . . .	1-4-87	11·27	11·27		
			603·75		
Carried over .	...	...	603·75	2,499·64	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward ...	...	...	603·75	2,499·64	
FRONTIER SECTION (MILITARY)—*concld.*					
Sind-Pishin line—					
Ruk to Sibi	2-5-80	132·97			
Sibi to Sharigh	20-3-87	74·80			
Sharigh to Bostan	21-8-87	61·13			
Base of Bostan triangle loop	...	0·31			
Bostan to Kila Abdulla	25-1-88	38·14			
Kila Abdulla to Chaman	1-1-92	29·40			
			336·75		
Mushkaf-Bolan line—					
Sibi to Quetta	15-4-97	86·74			
			86·74		
Quetta loop—					
Quetta to Bostan	21-8-87	20·57			
Nari Bank to Rindli	...	13·81			
Bostan chord	1-1-98	1·34			
			35·72		
Quetta-Nushki section—					
Spezand Junction to Nushki	15-11-05	82·66			
			82·66		
Peshawar-Jamrud branch—					
Peshawar to Jamrud	1-1-01	11·04			
			11·04		
TOTAL LENGTH OPEN FRONTIER SECTION (MILITARY)	...	...	...	1,156·66	
TOTAL LENGTH OPEN (COMMERCIAL AND MILITARY) ...	...	...	...	3,656·30	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Sarai Kala to Havelian (sanctioned on 2nd March 1911)	...	34·50			
Jakhal to Hissar (sanctioned on 9th February 1911)	...	50·63			
Jullundur to Hoshiarpur (sanctioned on 5th May 1911)	...	24·03			
			109·16	109·16	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	3,765·46	
DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—					
Kiamari to Karachi City	30-6-97	3·07			
Karachi City to Karachi Cantonment	13-5-61	2·30			
Karachi Cantonment to Pipri	20-6-97	20·70			
Pipri to Kotri	3-5-98	81·89			
Lahore Cantonment East to Lahore Cantonment West	10-12-91	2·13			
Gulistan to Chaman	20-9-92	37·58			
Ab-i-Gum to Kolpur		22·78			
Lodhran to Samasata	1-4-09	14·50			
Samasata to Khanpur	2-4-07	76·49			
Khanpur to Reti	3-4-07	62·00			
Reti to Rohri	1-6-07	70·05			
Amritsar to Lahore	15-1-06	32·33			
Lahore to Badami Bagh	18-10-09	1·34			
Badami Bagh to Shahdara	8-1-10	2·88			
Amritsar to Jandiala	23-3-10	11·28			
Jandiala to Botari	13-7-10	7·80			
Botari to Beas	10-12-10	6·85			
Dhilwan to Hamira	12-9-11	6·83			
Hamira to Jullundur Cantonment	13-3-10	15·95			
Jullundur Cantonment to Phagwara	20-4-11	10·22			
Phagwara to Ludhiana	1-6-11	22·15			
Ludhiana to Doraha	10-1-11	14·00			
Doraha to Gobindgarh	15-12-10	17·75			
Gobindgarh to Sirhind	10-1-11	5·00			
Sirhind to Rajpura	15-12-10	15·75			
Rajpura to Ambala	2-12-10	17·25			
TOTAL DOUBLE LINE ...	...	...	580·87		

Details of construction—

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed; 60-lb. and 68-lb. double-headed, and 60-lb. bull-headed; of steel rails there are 60-lb., 61-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb flat-footed; 64-lb., 68-lb., and 75-lb. double-headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 75-lb. and 87-lb. British standard section. On the double line the steel rails are 68-lb. double-headed, 77½-lb. bull-headed and 75-lb., 87-lb., 90-lb. and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*a*) North Western railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 455 feet radius.

Gradients.—The ruling gradient between Kotri and Ruk is 1 in 150; between Sibi and Ruk, 1 in 200; between Ghaziabad and Lala Musa, 1 in 100; between Kotri and Lahore, 1 in 200; between Karachi and Kotri, 1 in 190; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 150, 1 in 80, 1 in 40 and 1 in 25, respectively.

Contract—

Nil.—The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.	TABLE II.

Includes the Kohat-Thal and Nowshera-Durgai railways from date of opening, and the Kalka-Simla railway from 1907, the year in which it became an integral part of the North Western railway system.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits recoverable in England by the Secretary of State from the Southern Punjab Railway Company.	Total income (column 5 + column 7).	Percentage of total income on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each calendar year.*	Commercial section. Earnings per mile per week.	Commercial section. Pro: of exp: to earnings.	Military section. Earnings per mile per week.	Military section. Pro: of exp: to earnings.	Entire line. Earnings per mile per week.	Entire line. Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(1)	(2)	(3)	(4)	(5)	(6)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1886	1,850·78	36,09,90,705	2,53,60,901	1,19,92,839	3·32	...	1,19,92,839	3·32	1,14,07,148	53,00,733	−47,15,042	...	...	...	...	261	52·40
1887	2,398·79	38,37,70,873	2,10,03,389	57,77,586	1·51	...	57,77,585	1·51	1,01,56,779	80,30,322	−1,24,09,516	...	...	...	...	182	72·33
1888	2,441·73	39,71,81,200	2,57,79,305	83,66,598	2·11	...	83,66,598	2·11	1,09,18,938	83,45,756	−1,08,98,096	...	...	...	...	202	67·37
1889	2,442·10	40,94,31,603	2,82,06,820	1,02,84,741	2·51	...	1,02,84,741	2·51	1,13,76,516	83,98,768	−94,90,543	290	56·53	90	107·75	221	63·35
1890	2,465·78	41,63,37,620	2,73,99,035	1,02,57,601	2·45	...	1,02,57,601	2·45	1,16,66,585	74,54,323	−88,63,307	283	54·95	88	110·72	219	62·36
1891	2,465·99	42,15,91,441	3,25,78,355	1,21,32,521	2·88	...	1,21,32,521	2·88	1,20,67,542	80,05,299	−79,40,320	344	55·60	88	122·41	261	62·93
1892	2,526·06	43,00,61,143	2,64,35,666	94,50,960	2·20	...	94,50,960	2·21	1,24,24,030	89,84,076	−1,19,59,146	280	55·58	70	131·09	208	64·25
1893	2,573·23	43,99,74,051	2,92,68,732	97,97,643	2·23	...	97,97,643	2·23	1,27,61,682	90,98,545	−1,20,62,584	313	60·20	69	122·71	230	66·53
1894	2,528·21	45,06,76,395	3,23,14,097	1,28,25,181	2·85	...	1,28,25,181	2·85	1,24,63,279	1,03,59,245	− 99,97,343	347	53·11	76	122·95	253	60·31
1895	2,575·90	46,56,84,932	3,52,18,382	1,64,46,998	3·53	...	1,64,46,998	3·53	1,35,01,193	1,03,17,385	−73,71,580	379	48·79	75	116·14	274	53·30
1896	2,713·91	48,10,61,362	2,94,41,749	1,18,86,409	2·47	...	1,18,86,409	2·47	1,42,35,427	96,43,588	−1,19,92,606	292	54·68	75	97·77	220	59·55
1897	2,817·02	49,07,95,756	3,23,03,448	1,49,78,897	3·05	...	1,49,78,897	3·05	1,45,40,298	90,95,191	−86,56,592	30.	49·70	72	93·76	225	54·38
1898	2,817·64	49,65,81,389	3,76,01,912	1,85,74,360	3·74	...	1,85,74,360	3·74	1,50,41,459	86,35,849	−51,02,943	35.	45 98	63	101·26	256	50·60
1899	2,914·80	50,27,26,380	3,52,21,759	1,60,89,223	3·20	...	1,60,89,223	3·20	1,50,40,201	85,61,406	−75,12,384	32(	47 73	58	123·43	232	54·32
1900	3,005·67	50,85,96,582	3,15,22,237	1,32,19,151	2·60	...	1,32,19,151	2·60	1,54,25,164	85,76,682	−1,07,82,695	27.	52·34	60	107·61	202	58·02
1901	3,117·37	51,54,17,599	4,11,89,277	2,03,56,471	3·95	1,73,653	2,05,30,124	3·98	1,55,93,807	86,02,222	−36,65,905	35(	45·41	69	99·55	255	50·32
1902	3,147·45	52,81,86,554	4,22,19,927	1,73,70,094	3·29	41,522	1,74,11,616	3·30	1,60,21,915	85,81,455	−71,91,784	36(	53·63	67	112·42	262	58 62
1903	3,256·74	53,53,09,487	4,93,83,876	2,50,08,517	4·67	90,308	2,50,98,825	4·69	1,63,40,061	85,77,430	+1,81,334	42.	44·42	65	106·94	294	49·36
1904	3,317·54	55,14,60,717	6,16,56,310	3,22,92,909	5·86	2,30,678	3,25,23,587	5·90	1,69,17,362	85,77,430	+70,28,795	51'	42·29	75	113·47	361	47·60
1905	3,400·83	57,66,87,197	5,80,74,943	2,90,52,383	5·04	4,43,110	2,94,95,493	5·11	1,76,38,636	85,77,430	+32,79,427	44.	46·65	75	94 82	338	50·46
1906	3.503·69	60,67,74,838	6,18,66,041	2,93,40,919	4·84	5,67,842	2,99,08,761	4·93	1,87,21,081	85,77,430	+26,10,250	49(	48·22	77	101·07	343	52·57
1907	3,614·89	64,67,43,048	7,04,86,241	3,38,51,729	5·23	7,75,023	3,46,26,352	5·35	1,53,47,585	85,77,430	+1,02,01,337	534	47·21	78	112·58	375	51·93
1908	3,618·10	69,00,11,581	5,61,66,152	*93,38,475	1·35	6,47,045	99,85,520	1·45	1,86,33,292	85,77,430	−1,72,25,202	41(	76·58	81	148·06	208	83·34
1909	3,723·91	72,31,90,764	6,79,03,754	2,13,69,240	2·95	3,56,280	2,17,25,520	3·00	1,96,54,274	85,77,430	−65,06,184	499	62·52	79	140·79	355	68·48
1910	3,725·89	73,04,05,633	7,41,00,787	2,51,73,007	3·41	5,79,921	2,57,52,928	3·50	2,00,55,641	85,77,430	−28,80,143	53(	61·59	82	122·51	382	65 99
1911	3,819·22	75,46,44,149	7,93,87,066	3,12,68,435	4·15	4,00,099	3,16,68,534	4·14	2,11,48,800	85,77,430	+19,42,304	567	56·26	86	117·40	402	60 61

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Amritsar to Tarn Taran	21-9-06	15·00	
Tarn Taran to Patti	30-12-06	12·05	
Patti to Kasur	4-4-10	27 21	
			54 26

*The decrease in net earnings in 1908 was due chiefly to extraordinary charges incurred in the repairs of flood damages, accentuated by a fall in the gross earnings consequent upon the failure of the wheat export trade from Karachi and the diminution of traffic generally owing to famine and extensive breaches of the line caused by floods.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—** *contd.*

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.
Ballast.—The line is ballasted throughout with broken stone.
Fencing.—Station yards only are fenced.
Curves.—The sharpest curve is of 1,910 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 22nd May 1905, *between the Secretary of State and the Amritsar-Patti Railway Company,* as to the construction, maintenance, management and working of the Amritsar-Patti railway.

Dated the 7th May 1909, *between the Secretary of State and the Amritsar-Patti Railway Company,* as to the construction, maintenance, management and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company, except for quarrying, ballast, brickfield or other temporary works.

(ii) *Government aid.*—The Government constructed the line (from funds supplied by the Company whose property it is), and manages, maintains, stocks and works it, through the agency of the North Western railway.

By way of rebate the Government allow the Company, in respect of each calendar year, such sum up to 45 per cent of the gross earnings from traffic (excluding those derived from the carriage of stores) interchanged between the North Western railway and the Amritsar-Patti railway as shall, together with the net earnings of the Company, make up an amount equal to an interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the Capital Account, *plus* Rupees 7,200 on account of office expenses and those of management and direction subject to the same limit.

(iii) *Terms of working.*— } For management, maintenance, working and provision of rolling-stock
(iv) *Distribution of profits.*— } the Government retain 45 per cent of the gross earnings in each half-year of the Amritsar-Patti railway; the remainder, constituting the net earnings, is paid to the Company.

But should the net earnings of the Company in any year exceed the maximum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction [referred to under (ii)] up to a limit of Rs. 15,000, the balance being divided equally between the Government and the Company.

(v) *Rates and fares.*—To be arranged between the Government and the working agency within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the working Agency.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To be conveyed at the same rates and under the same arrangements as apply to State railways.

(vii) *Power of the Government to determine contract.*—The Government may, by giving twelve months' previous notice in writing of purchase, determine the contract either on the 31st December 1935 or on the 31st December in the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings of the Company during the last preceding three years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (*vii*)].—None specified.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . .	27·49	11,90,964	15,363	8,452	0·71	69	45·00
1907 . .	27·49	14,19,465	1,61,280	88,704	6·25	113	45·00
1908 . .	27·49	14,87,400	1,79,461	98,703	6·63	126	45·00
1909 . .	27·60	17,88,129	2,18,369	1,20,103	6·72	152	45·00
1910 . .	54·26	26,67,469	3,64,322	2,00,378	7·51	146	45·00
1911 . .	54·26	28,68,452	4,70,792	2,58,936	9·02	167	45·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Frontier of the Kashmir State to the left bank of the Tawi river near Jammu.	15-3-90	15·79	15·79

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Dated the 2nd February 1906, having effect from 1st January 1903, *between the Government of India and the Kashmir Durbar*, as to construction and working.

Main provisions of agreement—

(i) *Land.*—Provided by the Durbar free of cost.

(ii) *Government aid.*—The section was constructed (from funds supplied by the Kashmir Durbar, whose property it is), and is managed, maintained, stocked and worked by the North Western railway.

By way of rebate the Government allow to the Durbar a payment on traffic interchanged with the North Western railway to such extent, as, together with the share of net earnings attributable to the section, will afford a total dividend of 3½ per cent per annum on the actual capital expenditure to end of each half year, subject to the proviso that such rebate in no case exceeds the North Western railway's net earnings from traffic interchanged with the section.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 55·50 per cent of the gross earnings of the section, the remaining 44·50 per cent being credited to the Durbar, subject to the rebate noted under (ii).

(v) *Rates and fares.*—To be such as are from time to time in force on the main line of the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be conveyed on the same general conditions as those in force on the main line of the North Western railway.

(*c*) Services to the Durbar.—As in clauses 15, 16 and 17 of the agreement.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on six months' notice by either side.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—5 years from 1st January 1903 subject to (vii) and (viii).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Table I.									Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Rebate from North Western railway. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	15·92	9,62,284	54,881	24,422	2·54	9,258	33,680	3·50	66	55·50
1904	15·99	9,62,208	56,231	25,023	2·60	8,655	33,678	3·50	68	55·50
1905	15·98	9,62,208	66,842	29,745	3·09	4,540	34,285	3·56	80	55·50
1906	15·98	9,78,566	77,688	34,571	3·53	684	35,255	3·60	93	55·50
1907	15·98	9,79,109	80,172	35,677	3·64	−684	34,993	3·57	96	55·50
1908	15·98	9,93,606	85,390	37,999	3·82	...	37,999	3·82	103	55·50
1909	15·98	10,01,019	83,927	37,347	3·70	...	37,347	3·70	101	55·50
1910	15·79	10,10,234	86,918	38,679	3·82	...	38,679	3·82	106	55·50
1911	15·79	10,14,336	98,823	43,977	4·33	...	43,977	4·33	120	55·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8(*d*) Khanpur-Chachran railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Khanpur to Chachran	11-1-11	22·02	22·02

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on jarrah sleepers.

Ballast.—The line is ballasted with broken brick on curves and approaches to large bridges and the remainder with sand.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 600.

Agreement—

Under consideration and not yet executed, *between the Secretary of State and the Bahawalpur Durbar,* as to the construction, maintenance and working of the Khanpur-Chachran railway by the North Western railway.

Main provisions of agreement—

(i) *Land.*—To be provided free of cost by the Bahawalpur Durbar, both during and after construction.

(ii) *Government aid.*—The line was constructed by the Government (from funds supplied by the Bahawalpur Durbar, whose property it is), and is managed, maintained, stocked and worked, through the agency of the North Western railway as if it were part of its system.

By way of rebate Government allow to the Durbar a sum not exceeding in any year the net earnings of the North Western railway from traffic interchanged with the Khanpur-Chachran branch railway as, together with the net earnings of the branch, will be equal to interest at 3 per cent per annum on the actual expenditure charged in the capital account of the branch.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 50 per cent of the gross earnings of the branch, the balance being paid to the Durbar.

(v) *Rates and fares.*—To be the same as may be, from time to time, in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government and Durbar officials and Government stores.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on the 1st January or 1st July in any year after 1935, on six months' notice given by either party to the other. The Government may also determine the agreement at any time, on six months' notice, should either the North Western railway or the Bahawalpur Durbar fail to observe their obligations.

Upon the determination of the agreement the North Western railway shall give to the Bahawalpur Durbar possession of the Khanpur-Chachran railway, together with all its belongings and moneys then payable to it, after which the Bahawalpur Durbar shall indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Khanpur-Chachran railway.

(ix) *Term of contract.*—From date of opening of the line until 1935, subject to (vii) and (viii).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*d*) Khanpur-Chachran railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	22·02	13,95,947	12,861	6,431	0·46	22	50·00

8 (*e*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Ludhiana, *vid* Dhuri, to Jakhal	10-4-01	78·65	78·65

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken brick and kunkur.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Agreement—

Dated the 6th September 1899, *between the Secretary of State and the Maler Kotla and Jhind Durbars,* as to the construction, maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Government in the case of British territory and by the Durbars concerned in the case of Native States' territory up to the date of the agreement of 1899; thereafter all land provided by the Maler Kotla and Jhind Durbars is debited to capital.

(ii) *Government aid.*—The Government constructed the line (from funds supplied in the ratio of $\frac{4}{5}$ths and $\frac{1}{5}$th, respectively, by the Jhind and Maler Kotla Durbars, whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway, as part of its system.

(iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and working, 55 per cent of the gross earnings are retained by the North Western railway, and the balance is paid to the Jhind and Maler Kotla Durbars to be divided between them in the ratio of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter.

(iv) *Distribution of profits.*— }

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high officials and stores, both of the Government and the Durbars.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine agreement.*— } On the 31st December 1904, or the 1st January or 1st July in any year thereafter, on six months' notice given by either party to the other. Upon the determination of the agreement the North Western railway will give to the Maler Kotla and Jhind Durbars possession of the railway, all its belongings and moneys then payable to them, after which the Durbars will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Ludhiana-Dhuri-Jakhal railway. The Government may also determine the contract at any time on six months' notice in writing should either the North Western railway or the Durbars fail to observe their obligations.

(viii) *Power of the Durbars to surrender agreement.*— }

(ix) *Term of contract.*—From the 6th September 1899 to the 31st December 1904 subject to (vii) and (viii).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*e*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for 1901 will be found in Appendix 38 to the Report for 1907.)—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Remarks. (7)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1902 .	78·66	43,24,799	4,05,005	1,82,252	4·21	The decrease in capital outlay in 1903 was due to credits.	99	55·00
1903 . .	78·66	41,19,964	3,15,026	1,41,762	3·44		77	55·00
1904 . .	78·66	41,19,634	3,46,059	1,55,727	3·78		85	55·00
1905 . .	78·66	41,22,517	5,15,007	2,31,753	5·62		126	55·00
1906 . .	78·65	41,70,608	6,44,063	2,89,829	6·95		157	55·00
1907 . .	78·65	41,81,658	6,45,356	2,90,410	6·94		158	55·00
1908 . .	78·65	41,86,647	6,24,593	2,81,067	6·71		153	55·00
1909 . .	78·65	41,89,158	6,13,490	2,76,070	6·59		150	55·00
1910 . .	78·65	41,88,289	8,30,707	3,73,818	8·92		203	55·00
1911 . .	78·65	41,92,181	6,55,093	2,94,792	7·03		160	55·00

8 (*f*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Rajpura to Patiala	1-11-84	16·00	
Patiala to Bhatinda	13-10-89	91·01	
			107·01

Details of construction—

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Agreement—

Dated the 30th January 1893, *between the Secretary of State and the Patiala Durbar,* as to management, maintenance and working.

Main provisions of agreement—

(i) *Land.*—For original construction was provided free of cost by the Patiala Durbar ; the cost of that provided after 13th October 1889 (the date on which the agreement came into force) is debited to capital.

(ii) *Government aid.*—The line, which is the property of the Patiala Durbar, is managed, maintained, stocked and worked by the Government through the agency of the North Western railway as part of its system as from the 13th October 1889.

(iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and working
(iv) *Distribution of profits.*— } 55 per cent of the gross earnings (reduced to 52 per cent from 1st January 1904 in accordance with the Government of India, Public Works Department, No. $\frac{817}{818}$ R.T., dated the 5th October 1903, to the address of the $\frac{\text{Government of the Punjab}}{\text{Manager, North Western railway}}$) are retained by the North Western railway, and the balance is paid to the Patiala Durbar.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (n)}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*f*) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high officials and stores both of the Government and of the Durbar.—

(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.—

} To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—

(viii) *Power of the Durbar to surrender agreement.*—

On the 31st December 1892 or on the 1st January or 1st July in any year thereafter, on six months' notice given by either party to the other. The Government may also determine the contract at any time on six months' notice in writing, should either the North Western railway or the Patiala Durbar fail to observe their obligations. Upon the determination of the agreement the North Western railway will give to the Patiala Durbar, possession of the railway, all its belongings and moneys then payable to it, after which the Patiala Durbar will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Rajpura-Bhatinda railway.

(ix) *Term of agreement.*—From 13th October 1889 to the 31st December 1892, subject to (vii) and (viii).

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	107·05	67,12,977	8,40,947	3,78,426	5·64	151	55·00
1903	107·05	67,18,890	9,64,002	4,33,801	6·46	173	55·00
1904	107·05	67,23,431	10,67,925	5,12,604	7·62	192	52·00
1905	107·05	67,18,831	12,53,390	6,01,628	8·95	225	52·00
1906	107·05	68,02,580	11,87,134	5,69,825	8·38	213	52·00
1907	107·05	68,14,790	14,80,997	7,10,878	10·43	266	52·00
1908	107·05	68,52,951	13,74,351	6,59,689	9·63	247	52·00
1909	106·45	68,69,482	13,15,393	6,31,388	9·19	237	52·00
1910	106·45	68,92,203	13,91,108	6,67,731	9·68	251	52·00
1911	107·01	69,89,254	16,30,470	7,82,625	11·20	293	52·00

8(*g*) Southern Punjab railway (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, K.C.I.E.
Secretary.—Urban Broughton, Esq.
Offices.—Egypt House, 36, New Broad Street, London, E.C.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Delhi *vid* Bhatinda to Samasata	10-11-97	399·89		
Independent entrance from Delhi Brewery to Delhi	20-12-09	0·79		
			400·68	
Branch—				
Narwana to Kaithal	1-2-99	23·38		
			23·38	
				424·06

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar and jarrah.
Ballast.—The line is ballasted throughout with broken brick and stone.
Fencing.—Only the station yards are fenced.
Curves.—The sharpest curve is of 2,100 feet radius.
Gradients.—The ruling gradient is 1 in 333.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*g*) Southern Punjab railway (5′ 6″ gauge)—*contd.*

Contracts—

Dated the 13th August 1895 (called the principal contract), *between the Secretary of State and the Southern Punjab Railway Company*, as to construction, management, maintenance and working.

Dated the 4th May 1899 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Narwana-Kaithal branch.

Dated the 4th June 1903 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th October 1905 (supplemental to the contracts of 1895, 1899, and 1903), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Southern Punjab "Ludhiana" Extension, 8 (*h*).

Dated the 14th May 1908 (supplemental to the contracts of 1895, 1899, 1903, and 1905), *between the Secretary of State and the Southern Punjab Railway Company*, for the purpose of defining the position of the Ludhiana-Dhuri-Jakhal railway in relation to the Southern Punjab railway.

Dated the 24th June 1909 (supplemental to the contracts of 1895, 1899, 1903, 1905, and 1908), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Sutlej Valley railway, 8 (*i*).

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to the Company. As to that in the territories of any Native State, the Government undertake to use their influence to acquire it for the Company, as far as possible, on the same terms.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as part of the North Western railway system.
Government allow the Company, in respect of each half-year, by way of rebate on the net earnings of the North Western railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the Company's net earnings, make up an amount equal to interest for the year at 3½ per cent. on the actual expenditure charged in the Capital account.

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working, the Government retain 52 per cent. of the gross earnings, the remainder being the net earnings of the Company. Such net earnings, together with the rebate referred to under (ii), constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 3¾ per cent per annum on the total expenditure of the Company in sterling are divisible equally at the close of each year between the Government and the Company, provided that, after the completion of the Ludhiana Extension, a sum of £5,000 per annum is deducted from the net receipts of the Company's existing lines for administrative expenses in England and India before division of profits.

(v) *Rates and fares.*—To be fixed by the Government within the maxima and minima for the time being in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To be conveyed at the same rates and under the same arrangements as may be in force on State railways.

(vii) *Power of the Government to determine contract.*—Government may, by giving twelve months' notice, determine the contract and acquire the line on the 31st December 1929, or on the 31st December 1934 or on the 31st December of the last year of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the yearly average of the Company's share of the net earnings of the railway during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company in sterling nor be less than such capital expenditure. Government may also determine the contract on the 31st December 1954 by paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii) *or* (viii)].—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*g*) Southern Punjab railway (5′ 6″ gauge)—*concld.*

Statistics of working—

	Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from N. W. ry., (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1897	399·80	1,99,08,812	1,61,038	77,298	0·39	+19,942	97,240	0·54	Adjustments	52	52·00
1898	399·80	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49	under the	74	52·00
1899	423·18	2,26,68,262	16,11,010	7,73,285	3·41	+17,318	7,90,603	3·48	Cripps'	73	52·00
1900	423·93	2,26,57,063	16,36,280	7,89,360	3·48	+ 3,562	7,92,922	3·50	award were brought into	74	52·00
1901	423·93	3,25,70,734	24,96,333	11,98,240	5·31	—1,73,653	10,24,587	4·54	account in	113	52·00
1902	424·72	2,27,93,660	19,41,541	9,31,940	4·09	—41,522	8,90,418	3·90	1901, but in	88	52·00
1903	425·33	2,28,27,906	21,59,158	10,36,396	4·54	—90,308	9,46,088	4·14	these statistics	98	52·00
1904	425·33	2,29,43,454	27,47,442	13,18,772	5·74	—2,30,678	10,88,094	4·74	they	124	52·00
1905	425·33	2,30,13,696	36,40,372	17,47,379	7·59	—4,43,110	13,04,269	5·66	have been adjusted and	165	52·00
1906	425·33	2,31,30,148	41,67,059	20,00,188	8·65	—5,67,842	14,32,346	6·19	allocated to	188	52·00
1907	423·75	2,31,79,761	50,37,456	24,17,978	10·43	—7,75,023	16,42,955	7·09	the proper	228	52·00
1908	423·75	2,33,22,671	44,44,156	21,33,194	9·14	—6,47,045	14,86,149	6·37	years.	202	52·00
1909	424·06	2,35,69,932	33,15,733	15,91,551	6·75	—3,56,280	12,35,271	5·24		150	52·00
1910	424·06	2,39,18,571	43,21,320	20,74,234	8·67	—5,55,091	15,19,143	6·35		196	52·00
1911	424·06	2,43,04,411	50,29,087	24,13,962	9·93	—7,57,754	16,56,208	6·81		228	52·00

8(*h*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Ludhiana to Ferozepore	10-6-05	76·68	
Ferozepore to MacLeod Ganj	10-2-06	75·36	
			152·04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

Ballast.—The line is ballasted with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contract—

This extension is worked by the Government, through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8(*g*), Southern Punjab railway (5′ 6″ gauge), except as follows :—

(i) *Government aid.*—Government allow the Company, in respect of each half-year, by way of rebate on the net earnings of the North Western railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana Extension, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the net earnings of the Company in respect of the Ludhiana Extension, will make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company on the Extension as charged in the capital account.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 5 per cent per annum on the Company's total capital expenditure in respect of the extension are divisible at the close of each year in the proportion of $\frac{1}{4}$th to the Company and $\frac{3}{4}$ths to the Government.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*h*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—*concld.*

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (−)	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	77·05	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	33	52·00
1906	155·05	79,33,781	6,29,557	3,02,187	3·81	+33,318	3,35,505	4·23	83	52·00
1907	152·04	83,43,814	8,98,142	4,31,108	5·17	+31,163	4,62,271	5·54	112	52·00
1908	152·04	87,92,087	8,31,931	3,99,327	4·54	+16,826	4,16,153	4·73	105	52·00
1909	152·04	89,14,112	7,88,692	3,78,573	4·25	+35,203	4,13,776	4·64	100	52·00
1910	152·04	89,40,892	10,03,716	4,81,784	5·39	+2,352	4,84,136	5·41	127	52·00
1911	152·04	89,83,708	10,90,618	5,23,497	5·82	−56,165	4,67,332	5·20	138	52·00

8 (*i*) Sutlej Valley railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Kasur to Lodhran	6-7-10.	208·19	208·19

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers for main line and main loops and 60-lb. flat-footed rails on jarrah and deodar sleepers for other sidings.

Ballast.—The line is ballasted with broken brick.

Fencing.—Only station yards and short lengths on each side of level crossings provided with gates are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contract—

This railway is worked by the Government, through the agency of the North Western railway, as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (*g*), Southern Punjab railway (5′ 6″ gauge), except as follows :—

(i) *Government aid* —Government allow the Southern Punjab Railway Company, for each half-year, by way of rebate on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the net earnings of the Company in respect of this railway, will be equal to interest at 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway, provided that if in any year the rebate so ascertained shall exceed the aggregate of the —

(*a*) net earnings of the North Western railway from interchanged traffic and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasatta, Ferozepore, Ludhiana, Kasur and Lodhran, but not including stations of the Patiala railway), and sent over the Sutlej Valley railway, other than that which is subject to rebate under either or both clause 23 of the contract of the 13th August 1895 and clause 12 of the contract of the 4th October 1905, and

(*b*) such surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate under either or both clause 23 of the contract of the 13th August 1895 or clause 12 of the contract or the 4th October 1905 as shall remain after satisfying claims under such clauses or either of them (if any), then the rebate for such year shall be reduced to an amount equal to the aggregate of the two said sums.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*i*) Sutlej Valley railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1910 .	209·46	1,54,94,559	2,89,668	1,39,041	0·90	...	1,39,041	0·90	54	52·00
1911 .	208·19	1,52,17,748	5,66,486	2,71,914	1·79	+4,13,820	6,85,734	4·50	52	52·00

8 (*j*) Kalka-Simla raliway (2′ 6″ gauge)—

The railway was constructed by, and at the cost of, the Delhi-Umballa-Kalka Railway Company. On the representation of the Company it was decided to purchase the Company's interest in the line. This was effected by the payment of £300,000; the Secretary of State waiving all claim to arrears of unpaid interest on the advances, *viz.*, Rs. 1,16,47,512, made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western railway administration with effect from the 1st January 1907.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Kalka to Simla station	9-11-03	59·44	
Simla station to Old Bullock Train Office	27-6-09	0·48	
			59·92

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers. The 40¼-lb. rails are being renewed with 60-lb. flat-footed rails.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Contract—

As noted under 8 (*a*). North Western railway (5′ 6″ gauge).

Rates and fares.—May be varied within the limits of certain fixed maxima and minima subject to certain special conditions regarding charges for tunnels.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Table I.										Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Remarks.		Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)		(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs	Rs.	The decrease in		Rs.	
1906 .	59·44	1,77,93,538	7,64,322	3,07,125	1·73	5,90,655	—2,83,530	net earnings in		247	59·82
1907 .	59·44	1,76,82,568	9,25,979	4,05,368	2·29	5,83,663	—1,78,295	1910 is mainly		300	56·22
1908 .	59·44	1,83,44,085	9,64,623	2,90,131	1·58	5,67,129	—2,76,998	due to renewals		312	69·92
1909 .	59·92	1,88,14,812	9,81,289	2,39,679	1·27	5,81,632	—3,41,953	of permanent-		316	75·58
1910 .	59·92	1,94,24,591	10,30,967	36,042	0·18	6,03,907	—5,67,865	way with 60-lb. rails and charges		331	96·50
1911 .	59·92	1,96,91,570	11,54,432	3,37,867	1·71	6,22,427	—2,84,560	for special renewals amounting to Rs. 2,04,056.		370	70·73

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (n)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*k*) Kohat-Thal railway (2′ 6″ gauge)—

Originally the line was on the 2′ 6″ gauge from Khushalgarh, from which place to Kohat it was converted into 5′ 6″ gauge and merged in the North Western railway proper in 1903.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Kohat to Thal	1-4-03	61·75	61·75

Details of construction—

Permanent-way.—The line is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

As noted under 8 (*a*), North Western railway (5′ 6″ gauge).

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . .	29·70	49,49,378	29,225	9,388	0·19	31	67·88
1903 . .	91·73	56,70,700	1,33,533	—99,560	...	34	174·56
1904 . .	91·73	60,16,204	1,61,437	—1,97,565	...	34	222·38
1905 . .	91·73	61,63,394	1,89,445	—1,25,715	...	38	166·36
1906 . .	91·73	61,72,723	2,39,257	—1,04,516	...	50	143·68
1907 . .	91·73	61,72,701	2,28,189	—1,69,984	...	48	174·49
1908 . .	61·75	42,64,510	1,06,963	—3,50,398	...	33	427·59
1909 . .	61·75	42,68,969	1,04,952	—2,34,978	...	33	323·89
1910 . .	61·75	42,77,931	1,03,605	—1,36,316	...	32	231·57
1911 . .	61·75	43,16,826	1,14,485	—1,67,880	...	36	246·64

8 (*l*) Nowshera-Durgai railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Nowshera to Durgai	1-1-01	40·25	40·25

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 250 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

As noted under 8 (*a*), North Western railway (5′ 6″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this Appendix.]

Number—$\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (n)}$. **NORTH WESTERN RAILWAY SYSTEM**—*concld.*

8(*l*) Nowshera-Durgai railway (2′ 6″ gauge)—*concld.*

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901 . .	40·25	17,97,886	95,037	—60,702	...	45	163·87
1902 . .	40·25	24,92,716	1,06,949	—55,905	...	51	152·27
1903 . .	40·25	24,19,651	1,10,782	—1,848	...	53	101·67
1904 . .	40·25	25,08,059	1,45,118	3,963	0·16	69	97·29
1905 . .	40·25	25,53,071	1,41,656	—11,574	...	68	108·17
1906 . .	40·25	25,70,096	1,50,872	11,371	0·44	72	92·46
1907 . .	40·25	25,76 543	1,73,232	9,924	0·39	83	94·27
1908 . .	40·25	25,99,122	1,98,567	28,729	1·10	95	85·53
1909 . .	40·25	25,92,909	2,04,475	5,747	0·23	98	97·19
1910 . .	40·25	25,93,397	2,25,044	29,291	1·12	107	86·98
1911 . .	40·25	26,01,859	2,20,148	37,536	1·44	109	83·62

8(*m*) Jullundur Doab railway (5′ 6″ gauge)—

This line was sanctioned for construction by the Southern Punjab Railway Company as an extension of the Southern Punjab railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Main Line—			
Ferozepur Cantonment to Jullundur City (sanctioned on 2nd June 1911) .	...	73·14	
Branch—			
Lohian to Phillaur (sanctioned on 2nd June 1911)	...	39·89	
			113·03

8(*n*) Trans Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Kalabagh to Bannu (sanctioned on 30th December 1909)	...	88·66	88·66

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this Appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—**

Lines comprised in the system.—The Oudh and Rohilkhand railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand railway { (5′ 6″ gauge) 1,431·99 / (3′ 3⅜″ gauge) 2·18 } . .	1,434·17	235·26	1,669·43
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	79·60	...	79·60
Total	1,545·81	235·26	1,781·07

Running powers—

Home line over Foreign lines :—

Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only.		13·00
Meerut City to Meerut Cantonment, North Western railway, for passenger trains only		2·75
	Total .	15·75

Foreign lines over Home line :—

Great Indian Peninsula railway at Cawnpore, for passenger and goods trains		0·86
„ „ „ „ Cawnpore to Lucknow, for passenger trains only		44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only . . .		10·00
		55·49
Bengal and North-Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal, 34·57 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge)		79·60
„ „ „ „ Benares Cantonment to Benares City . .	for passenger and goods trains.	2·18
Rohilkund and Kumaon railway, over Ramganga bridge between Bareilly and Basharatganj.		0·52
„ „ „ „ „ „ Dalpatpur and Moradabad		0·40
		82·70

9 (*a*) **Oudh and Rohilkhand railway** (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand railway. This tramway is 3·25 miles long and is worked by cattle power. It is used for goods traffic only.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—					
Moghal Sarai to mile 3·55	22-12-62	3·55			
Mile 3·55, south of the Dufferin bridge, to Kashi (Benares Ganges) station.	1-10-87	4·25			
Kashi (Benares Ganges) station to Benares Cantonment.	18-6-83	1·50			
Benares Cantonment to Rae Bareli .	4-4-98	138·36			
Rae Bareli to Lucknow	18-10-93	48·56			
Lucknow to Sandila	1-2-72	30·00			
Sandila to Hardoi	15-7-72	33·00			
Hardoi to Shahjahanpur . . .	1-3-73	39·00			
Shahjahanpur to Pitambarpur . . .	8-9-73	32·00			
Pitambarpur to Bareilly . . .	1-11-73	13·00			
Bareilly to Moradabad (chord line *vid* Rampur).	8-6-94	56·07			
Moradabad to Nagina	8-10-84	47·25			
Nagina to Najibabad	1-4-85	13·70			
Najibabad to Saharanpur	1-1-86	58·25			
			518·49		
Benares-Lucknow loop—					
Benares Cantonment to Shahganj . . .	5-1-74	56·03			
Shahganj to Bilwai	1-5-74	7·00			
Bilwai to Malipur	17-4-74	9·00			
Malipur to Akbarpur	2-3-74	12·00			
Akbarpur to Fyzabad	10-6-73	37·85			
Fyzabad to Bara Banki	25-11-72	62·00			
Bara Banki to Lucknow	1-1-72	17·00			
			200·88		
Bareilly-Moradabad loop—					
Bareilly to mile 5	22-12-73	5·00			
Mile 5 to Aonla	1-11-73	11·00			
Aonla to Chandausi	10-6-73	27·00			
Chandausi to Moradabad	28-10-72	27·50			
			70·50		
CARRIED OVER .	...	...	...	789·87	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this Appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.***

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward	...	...	...	789·87	
Branches on the main line—					
Cawnpore branch—					
Lucknow to Cawnpore	23-4-67	42·00			
Left bank of the Ganges to junction with the East Indian railway at Cawnpore	15-7-75	3·22			
Passenger approach to the East Indian railway at Cawnpore	21-2-88	0·23			
			45·45		
Balamau-Madhoganj branch—					
Balamau to Madhoganj	20-12-03	14·50			
			14·50		
Madhoganj-Sandi extension—					
Madhoganj to Bilgram	15-11-09	7·69			
Bilgram to Sandi	9-3-10	9·36			
			17·05		
Balamau Sitapur branch—					
Balamau to Misrikh	9-3-10	22·44			
Misrikh to Sitapur	5-4-10	14·84			
			37·28		
Rosa-Sitapur branch—					
Rosa to Sitapur City	18-6-10	49·22			
Sitapur City to Sitapur Cantonment	2-2-11	2·28			
			51·50		
Moradabad-Ghaziabad branch—					
Moradabad to Gajroula	1-4-00	33·40			
Gajroula to Ghaziabad	25-11-00	53·37			
			86·77		
Hapur-Meerut branch—					
Hapur to Meerut	7-11-04	18·09			
			18·09		
Kotdwara branch—					
Najibabad Junction to the right bank of the Koh river opposite Kotdwara	24-12-96	15·19			
			15·19		
Hardwar branch—					
Lhaksar Junction to the left bank of the Ganges Canal near Jawalapur	1-1-86	13·53			
Left bank of the Ganges Canal near Jawalapur to Hardwar	20-8-86	3·53			
			17·06		
Branches on Benares-Lucknow loop—					
Allahabad-Fyzabad branch—					
Fyzabad to Sultanpur	1-2-04	35·50			
Sultanpur to Siwait*	1-7-03	*47·05			* Excluding 2·45 miles, between Partabgarh and Chilbila, which is a part of the main line.
Siwait to Phaphamau	20-1-04	3·27			
Phaphamau to Allahabad	1-1-05	7·00			
			92·82		
Allahabad-Jaunpur branch—					
Phaphamau to Mariahu	18-6-06	47·51			
Mariahu to Zafarabad	1-1-07	10·67			
			58·18		
Bahramghat branch—					
Bara Banki to Bahramghat	20-11-72	21·52†			†Of this the length from Burhwal to Bara Banki, 16·79 miles, is mixed (5′ 6″ and 3′ 3¾″ gauge).
			21·52		
Branches on the Bareilly-Moradabad loop—					
Aligarh branch—					
Chandausi to Rajghat Narora	28-10-72	30·48			
Rajghat Narora to Aligarh	1-2-72	30·12			
			60·60		
Allahabad-Rae Bareli Cawnpore branch—					
Phaphamau to Rae Bareli	2-11-11	68·90			
Daryapur to Dalmau	2-11-11	15·33			
			84·23		
Gajroula-Chandpur branch—					
Gajroula to Chandpur	7-6-11	21·88			
			21·88		
3′ 3¾″ gauge—Benares City branch—					
Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western)	1-4-99	2·18	2·18		
TOTAL LENGTH OPEN	...	...	...	1,434·17	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Allahabad-Rae Bareli-Cawnpore railway—					
Unchahar to Unao	1-2-12	69·08			
Akbarpur to Tanda (sanctioned on 20th September 1910)	...	11·07			
Dhakia to Sambal (sanctioned on 12th October 1910)	...	14·64			
			94·79		
Cawnpore-Banda railway—					
Cawnpore to Khirada (sanctioned on 8th February 1911)	...	75·92			
Sumerpore to Belatal (sanctioned on 8th February 1911)	...	64·55	140·47	235·26	
Total length open and under construction or sanctioned	...	...	...	1,669·43	
DOUBLE LINE—					
Lucknow to Kakori	11-10-09	8·33			
			8·33		

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this Appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers and about 230 miles are practically complete. The pot sleepers in the main line have all been replaced by wooden sleepers. The Benares-Lucknow loop is laid throughout with 75-lb. flat-footed steel rails on cast-iron pot sleepers. On most of the branches the rails are 75-lb. flat-footed steel. The Bahramghat branch is laid with 60-lb. steel rails, and Madhoganj-Sandi extension partly with 60-lb. flat-footed iron and partly with 60-lb. steel rails.

The Allahabad-Rae Bareli-Cawnpore branch is laid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers.

The sleepers are of the following types :—Stamped steel bowls, cast-iron pots (Fowler's patent box, Walton's, Kederstedts and M.C.), steel trough and wood (sâl, deodar and Australian hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara branch.

Ballast.—The main line is ballasted throughout with kunkur, stone, shingle and broken brick. The branches are ballasted as follows :—the Bahramghat, Chandausi and Hapur-Meerut branches, with sand covered with shingle, kunkur or broken brick ; the Allahabad-Jaunpur branch, with sand covered with kunkur, stone or brick ; loop line, with stone and sand covered with kunkur and brick ; the Allahabad-Fyzabad and Allahabad-Rae Bareli-Cawnpore branches, with stone and kunkur; the Gajroula-Chandpur branch, with sand ; the Kotdwara and Aligarh branches, with shingle ; the Hardwar branch, with stone ; the Ghaziabad-Moradabad branch, with shingle, stone and brick; the Sandi branch, with earth and sand and the Cawnpore branch, with kunkur.

Fencing.—The line is fenced throughout with the exception of the Balamau-Sandi, Rosa-Sitapur, Gajroula-Chandpur, Hapur-Meerut and Kotdwara branches and a portion of the Allahabad-Jaunpur branch.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the railway is 1 in 400, except for the Kotdwara branch where it is 1 in 100 and for the Lhaksar-Saharanpur section of the main line where it is 1 in 150.

Contracts—

Nil. The railway is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1882 will be found in Appendix 38 to the Report for 1907).—

TABLE I. Includes the Cawnpore-Burhwal (3′ 3⅜″ gauge) Link, 9 (*c*).								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1889	692·55	9,22,32,226	75,39,683	42,04,076	4·56	49,71,898	—7,67,822	209	44·24
1890	692·55	9,27,89,280	73,81,396	37,54,478	4·05	44,23,109	—6,68,631	205	49·14
1891	692·55	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	+2,16,792	238	42·29
1892	692·55	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	—2,63,082	237	41·28
1893	741·11	10,09,17,292	87,15,926	50,17,053	4·97	55,01,058	—4,84,005	239	42·44
1894	796·64	10,28,87,184	1,05,18,836	57,36,138	5·58	63,11,201	—5,75,063	262	45·47
1895	797·18	10,65,05,148	1,02,94,880	52,55,948	4·93	64,26,370	—11,70,422	248	48·95
1896	830·15	10,92,69,485	86,97,076	43,50,907	3·98	61,30,729	—17,79,822	209	49·97
1897	891·97	11,44,19,239	85,15,856	36,96,778	3·23	59,77,486	—22,80,708	186	56·59
1898	1,030·36	11,66,56,000	98,51,599	53,07,727	4·55	58,76,247	—5,68,520	190	46·12
1899	1,030·36	12,23,50,210	1,11,38,990	60,76,595	4·97	59,75,292	+1,01,393	208	45·45
1900	1,101·56	12,57,60,656	1,15,15,132	55,91,727	4·45	62,28,185	—6,36,458	209	51·44
1901	1,118·94	12,89,85,151	1,32,54,991	72,20,007	5·60	63,12,044	+9,07,963	231	45·53
1902	1,119·24	13,66,82,842	1,31,65,792	64,11,336	4·69	64,79,103	—67,767	230	51·30
1903	1,180·79	14,54,28,164	1,39,49,922	72,31,862	4·97	68,40,953	+3,90,909	232	48·16
1904	1,237·65	14,96,63,929	1,52,96,206	71,33,117	4·76	70,54,120	+78,997	241	53·37
1905	1,244·65	15,37,92,910	1,53,85,913	63,43,667	4·12	71,68,431	—8,24,764	238	58·77
1906	1,292·16	15,71,99,731	1,64,67,329	78,15,731	4·97	75,66,010	+2,49,721	249	52·54
1907	1,302·83	16,40,20,116	1,81,93,069	65,62,413	4·00	70,99,564	—5,37,151	269	63·93
1908	1,302·83	17,17,49,978	1,61,61,543	50,29,153	2·93	74,73,210	—24,44,057	239	68·88
1909	1,310·52	17,78,51,571	1,61,86,594	45,93,282	2·58	76,42,849	—30,49,567	238	72·76
1910	1,406·75	18,58,11,981	1,83,03,844	88,80,832	4·78	78,34,486	+10,46,346	253	51·48
1911	1,513·77	19,51,23,398	2,03,88,454	1,04,88,468	5·38	80,09,802	+24,78,666	250	48·56

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.***

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Hardwar to Dehra	1-3-00	32·04	32·04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, hard wood and Australian sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Agreement and contract—

Agreement, dated the 6th January 1897, *between the Secretary of State and Messrs. Gillanders, Arbuthnot and Company of Calcutta* (called "the Promoters"), as to the grant of a provisional concession for the construction of the Hardwar-Dehra Branch railway.

Contract, dated the 26th March 1897 (called the scheduled contract), *between the Secretary of State and the Hardwar-Dehra Railway Company,* as to the construction, maintenance and working of the Hardwar-Dehra Branch railway.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The line is the property of the Hardwar-Dehra Branch Railway Company, and was constructed, from funds supplied by the Company, by the Government, who maintain, stock and work it through the agency of the Oudh and Rohilkhand railway.

The Government guarantees interest at 3 per cent per annum on the capital expenditure, and also undertakes to allow the Company, in any year in which it does not receive the minimum dividend of 3 per cent from the earnings of the line, the sum of Rs. 3,600 for such year for or towards management and office expenses.

(iii) *Terms of working.*—For maintenance, provision of rolling-stock and working the Oudh and Rohilkhand Railway Administration retains 50 per cent of the gross earnings of the Branch line.

(iv) *Distribution of profits.*—The surplus profits in each calendar year remaining after repayment to the Government of the amount of the guaranteed interest for the year are to be divided equally between the Government and the Company.

(v) *Rates and fares.*—To be agreed upon from time to time between the Government and the working agency, provided that they shall be within one and a half times the maximum and minimum rates and fares for the time being in force on the Oudh and Rohilkhand railway. The classification of goods to be in conformity with that from time to time in force on the Oudh and Rohilkhand railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract, on twelve months' notice, either on the 31st December 1919 or on the 31st December in the last year of any subsequent period of ten years, by paying to the Company a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent, nor is less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—*concld.***

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Statistics of working—

TABLE I.

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Per centage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	REMARKS. (10)
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1900.	32·04	25,67,093	1,60,485	80,243	3·13	...	...	...	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.
1901.	32·04	28,12,301	2,13,456	1,06,728	3·80	84,220	11,254	+11,254	
1902.	32·04	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597	
1903.	32·04	28,44,541	2,62,719	1,31,360	4·62	85,260	23,050	+23,050	
1904.	32·04	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514	
1905.	32·04	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574	
1906.	32·04	29,24,284	3,34,110	1,67,055	5·71	87,688	39,683	+39,684	
1907.	32·04	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731	
1908.	32·04	29,44,092	3,76,334	1,88,167	6·39	88,185	49,991	+49,991	
1909	32·04	29,65,357	3,68,624	1,84,312	6·21	88,734	47,789	+47,789	
1910.	32·04	29,85,633	4,04,443	2,02,221	6·77	89,548	56,337	+56,336	
1911.	32·04	30,10,716	4,31,161	2,15,581	7·16	90,017	62,782	+62,782	

TABLE II.

Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
Rs.	
115	50·00
128	50·00
152	50·00
158	50·00
158	50·00
188	50·00
201	50·00
232	50·00
226	50·00
221	50·00
243	50·00
259	50·00

9 (*c*) Cawnpore-Burhwal (3′ 3⅜″ gauge) link—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	REMARKS.
Burhwal to Daliganj	24-11-96	*34·57	79·60	*Including the length Burhwal to Bara Banki, 16·79 miles, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
Aishbagh to Cawnpore	25-4-97	45·03		

Details of construction—

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on sâl and deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand railway 80 per cent, which has, with effect from the 1st July 1905, in pursuance of Railway Board's letter No. R. T. 178, dated the 30th June 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand railway [9 (*a*)].

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimber, Bart., M.P.

Managing Director.—N. G. Priestley, Esq.

Offices.—91, York Street, Westminster, S.W.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the former Madras railway including the Tirupattur-Krishnagiri, Morappur-Dharmapuri and the Nilgiri railways was incorporated in the undertaking of the South Indian Railway Company, who, from the same date, relinquished and made over to the amalgamated Madras and Southern Mahratta Railway Company the 3′ 3⅜″ gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur, and obtained running powers over the Madras-Bangalore section of the Madras and Southern Mahratta railway. The Shoranur-Cochin Native State line was, on the same date, also transferred from the former Madras Railway Company to the South Indian Railway Company for working.

Lines comprised in the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (5′ 6″ gauge)	445·94	...	445·94
(*b*) South Indian railway (3′ 3⅜″ gauge)	876·80	3·19	879·99
(*c*) Nilgiri railway (3′ 3⅜″ gauge)	28·96	...	28·96
(*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*e*) Pondicherry railway (3′ 3⅜″ gauge)	7·85	...	7·85
(*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)	64·75	...	64·75
(*g*) Tanjore District Board railway (3′ 3⅜″ gauge)	103·36	...	103·36
(*h*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)	50·41	...	50·41
(*i*) Tinnevelly-Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)	58·05	...	58·05
(*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)	18·53	54·87	73·40
(*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)	25·38	...	25·38
Total	1,694·68	58·06	1,752·74

Running powers—

Home line over foreign line.—

Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains . . 219·00

10 (*a*) **South Indian railway** (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
West outer signal at Jalarpet to Tirupattur	23-5-60	4·65		
Tirupattur to Salem	1-2-61	69·98		
Salem to Sankaridrug	1-12-61	23·68		
Sankaridrug to Podanur	12-5-62	71·18		
Podanur to Pattambi	14-4-62	64·96		
Pattambi to Kuttippuram	23-9-61	11·50		
Kuttippuram to Tirur	1-5-61	9·39		
Tirur to Kadalundi	12-3-61	16·31		
Kadalundi to Calicut	2-1-88	9·25		
Calicut to Badagara	1-10-01	28·95		
Badagara to Tellicherry	1-5-02	13·50		
Tellicherry to Cannanore	20-5-03	13·00		
Cannanore to Azhikal	15-3-04	4·10		
Azhikal to Hosdrug	21-8-06	34·52		
Hosdrug to Kasaragod	1-10-06	14·22		
Kasaragod to Kumbla	17-11-06	7·62		
Kumbla to Mangalore	3-7-07	20·91	417·72	
Nilgiri branch—				
Podanur to Coimbatore	1-2-73	3·78		
Coimbatore to Mettupalaiyam	31-8-73	21·97	25·75	
Palghat branch—				
Olavakkot to Palghat	2-1-88	2·47	2·47	
				445·94

Details of construction—

Permanent-way.—The rails are 75-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel and 75-lb. double-headed iron. The sleepers are cast iron pots, pynkado, sâl and jarrah wood.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 100, except on Mallapuram Ghat where it is 1 in 74 with a 1 in 100 banking; on the Walayar Ghat where it is 1 in 66 with a 1 in 62 banking; on the Azhikal-Mangalore section where it is 1 in 90; and on the Podanur-Mettupalaiyam section where it is 1 in 80.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*a*) South Indian railway (5′ 6″ gauge)—*concld.*

Contract—

Up to and including the 31st December 1907 the line formed an integral part of the former Madras railway. With effect from the 1st January 1908 it was, in terms of the contract of the 2nd March 1909, between the Secretary of State and the South Indian Railway Company, made over to the Company to be worked and maintained as an integral part of the undertaking referred to in the principal contract of the 24th November 1890, the main provisions of which are noted under 10 (*b*), South Indian railway, 3′ 3⅜″ gauge.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	445·94	6,42,27,971	57,25,148	25,25,034	3·93	247	55·90
1909	445·94	6,43,58,255	62,30,385	28,18,753	4·38	269	54·76
1910	445·94	6,61,74,084	63,39,154	24,95,532	3·77	273	60·63
1911	445·94	6,57,73,175	69,66,156	38,13,140	5·80	300	45·26

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Madras-Tuticorin section—				
Main line—				
Madras Beach Junction to Madras Beach	15-1-00	0·11		
Madras Beach old to Park	1-1-79	1·82		
Madras (Park) to Tindivanam	1-9-76	76·05		
Tindivanam to Cuddalore (Old town)	1-1-77	52·01		
Cuddalore (Old town) to Porto Novo	1-7-77	17·15		
Porto Novo to Chidambaram	1-10-78	6·73		
Chidambaram to Coleroon	1-7-79	4·57		
Coleroon to Shiyali	1-1-78	6·06		
Shiyali to Mayavaram	1-7-77	12·24		
Mayavaram to Tanjore	15-2-77	43·76		
Tanjore to Trichinopoly Junction	11-3-62	31·14		
Trichinopoly Junction to Madura	1-9-75	96·04		
Madura to Tuticorin	1-1-76	98·71		
Tuticorin to Foreshore	7-8-99	0·41		
			446·80	
Branches—				
Arkonam branch—				
Chingleput to Walajabad	1-8-80	13·66		
Walajabad to Conjeeveram	1-1-81	7·94		
Conjeeveram to Arkonam	8-5-65	17·65		
			39·25	
Pondicherry branch—				
Villupuram to the Gingee river, inclusive of the bridge over the river	15-12-79	16·47		
			16·47	
Nagore branch—				
Tanjore to Tiruvallur	2-12-61	33·83		
Tiruvallur to Negapatam	15-7-61	14·33		
Negapatam to Nagore	1-12-99	4·67		
			52·83	
Pulliarpati Quarry branch—				
Tanjore to Pulliarpati quarry buffer end	1-7-98	4·57		
			4·57	
Erode branch—				
Trichinopoly Junction to Fort	11-3-62	2·52		
Trichinopoly Fort to Karur	3-12-66	44·65		
Karur to Kodumudi	1-7-67	16·71		
Kodumudi to Erode	1-1-68	23·53		
			87·41	
Pamban branch—				
Madura to Mandapam	1-8-02	89·50		
Pamban to Rameswaram	1-9-06	6·95		
Rameswaram to Dhanushkodi	10-12-08	11·30		
			107·75	
Tinnevelly branch—				
Maniyachi to Tinnevelly	1-1-76	18·00		
			18·00	
Wharf branch—				
Cuddalore (Old town) to Wharf	7-8-99	1·54		
			1·54	
Capper Quarry branch—				
Junction with main line to Capper Quarry	15-4-00	0·86		
			0·86	
Carried over	...	...	775·48	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$ · **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Brought forward .	...	...	775·48	
Salt branch—				
Tuticorin to buffer end of Livingepuram	12-11-99	2·39	2·39	777·87
VILLUPURAM-KATPADI SECTION—				
Main line—				
Villupuram to Tiruvannamalai	17-11-90	41·80		
Tiruvannamalai to Katpadi	18-3-91	57·13	98·93	98·93
TOTAL LENGTH OPEN .	...	...		876·80
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Mandapam to Pamban (sanctioned on 16th September 1904) . . .	...	3·19	3·19	3·19
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED .	...	...	...	879·99

Details of construction—

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41¼-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, and sâl, pynkado, west coast teak, jarrah and irul wood.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Contracts—

Dated the 24th November 1890 (called the principal contract), *between the Secretary of State and the South Indian Railway Company*, for maintaining and working from the 1st January 1891, the railways which on the 31st December 1890 formed the undertaking of the former Company and completing and working the Villupuram-Guntakal railway.

Dated the 27th June 1901 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, relating to the construction and working of Pamban and Travancore branches.

Dated the 8th April 1903 (supplemental to the contract of 1890), *between the Secretary of State and the South Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 2nd March 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of 3½ per cent in sterling on the Company's share capital of £1,000,000, and on any paid up stock or share (other than preference) capital thereafter issued by the Company with the sanction of the Government (not including premia paid thereon).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contract—*concld.*

(iii) *Distribution of profits.*—Under section 60 of the principal contract of the 24th November 1890 as amended by section 25 of the supplemental contract of the 21st December 1910, the net revenue receipts of each half-year are applied, in the following manner and order :—

In payment to Government—

(*a*) of interest at the rate of 3½ per cent per annum for such half-year, paid by Government under section 41 of the principal contract, *i.e.*, under (ii) above ;

(*b*) of the amount paid by Government in respect of interest for such half-year, upon the sum of £425,000 irredeemable debenture stock of the former Company; upon the debentures for £375,000 and £73,000 respectively issued for the purposes of the Pamban Branch; and upon any debenture stock or debentures or preference stock or shares issued by the Company after the 31st December 1910 ;

(*c*) of interest for such half-year at the rate of 3½ per cent per annum on the amount of the Government capital as shown in the Government capital account for the division of such receipts ;

and

(*d*) the residue, if any, is divisible between Government and the Company in the ratio of the average amounts, calculated as prescribed, of the capital contributed by the Government and the Company, the Government capital being the amount shown in the Government Capital Account for division of net revenue receipts and the Company's capital the amounts of its stock and share capital (other than preference capital) paid up or credited as paid up, excluding any premia received, subject to the proviso that if the amount of the Company's share so arrived at should in the combined halves of any of the years 1911, 1912 and 1913 be less than interest for such year at the rate of 10 shillings per cent on its capital, the Government shall make up the deficiency.

(iv) *Rates and fares.*—The Government will from time to time authorise maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorised maxima and minima, the Company may vary the said rates.

The Company have power to quote through rates and fares for both goods and passengers from the Jalarpet-Mangalore section to the Madras-Bangalore section of the Madras and Southern Mahratta railway system (but not in the reverse direction), divisible between the two companies in mileage proportion without deduction of terminals or other special charges, except for traffic to and from the Nilgiri line the mileage over which is reckoned at twice its actual mileage in the division of such rates. No rate or fare to Madras so quoted should, without the prior sanction of the Government, be higher than that which, for the same class or description of traffic, was in force on the 1st January 1910.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by Government.

(vi) *Services for any Department of the Travancore Durbar.*—On such portion of the Travancore Branch as runs through the Native State of Travancore, to be performed on the same general conditions as on other 3′3⅜″ gauge State railways and at rates approved by the Government.

(vii) *Power of Government to determine contract.*—The railway and all its appurtenances are absolutely the property of Government, who may terminate the contract on the 31st December 1945, or at the end of any succeeding fifth year, by giving to the Company in England not less than 12 calendar months' previous notice ; also at any time on 6 months' notice should the Company fail to observe its obligations or the undertaking be worked at a loss for not less than three half-years continuously.

On the expiration or determination of the contract the Government is to take possession of the railway and all its appliances, etc., repaying the Company at par its capital of £1,000,000 and any further capital raised by it and paid to Government but excluding any premia paid thereon, and receiving from the Company any unexpended balance of the capital advanced by Government for the purposes of the undertaking as well as for the Travancore Branch.

(viii) *Power of Company to surrender contract.*—Nil.

(ix) *Term of contract.*—55 years, *i.e.*, from 1st January 1891 to 31st December 1945, subject to (vii).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

TABLE I. | TABLE II.

Includes the South Indian (5′ 6″ gauge), Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways, 10 (*a*), (*c*), (*j*) and (*k*) from 1908.

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	900·76	7,72,11,806	70,36,756	24,29,625	3·15	35,89,726	70,901	−12,31,012	154	65·47
1892	1,105·19	7,82,83,761	77,14,996	28,53,591	3·65	39,51,093	76,586	−11,74,088	137	63·01
1893	1,041·51	7,63,31,043	80,92,415	31,15,918	4·08	38,58,152	1,41,676	−8,83,910	149	61·50
1894	1,041·51	7,64,13,362	80,46,559	32,83,865	4·30	42,81,812	1,55,059	−11,53,006	148	59·19
1895	1,041·59	7,68,38,604	89,14,947	38,96,987	5·07	42,77,578	2,60,599	−6,41,190	165	56·29
1896	1,041·59	7,67,63,325	89,45,581	40,27,489	5·25	40,60,677	2,86,156	−3,19,344	165	54·98
1897	1,041·59	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,37,792	+ 82,823	170	53·20
1898	1,017·88	7,45,21,873	84,67,581	38,35,527	5·15	37,49,521	2,66,184	−1,80,178	157	54·70
1899	1,030·53	7,53,12,929	84,74,461	39,83,540	5·29	36,38,395	3,01,776	+ 43,371	159	52·99
1900	1,033·63	7,62,95,528	89,04,825	43,97,916	5·76	36,62,994	3,68,699	+3,66,223	166	50·61
1901	1,033·63	8,04,49,712	1,01,44,657	54,15,176	6·73	37,23,736	5,43,890	+11,47,550	188	46·62
1902	1,123·13	8,18,32,571	1,05,51,072	56,87,510	6·95	38,18,209	5,33,246	+13,36,055	189	46·10
1903	1,123·13	8,31,40,603	1,22,14,138	72,76,216	8·75	39,06,079	7,89,547	+25,80,590	209	40·43
1904	1,123·13	8,45,16,652	1,25,12,321	69,62,790	8·24	40,55,602	7,16,725	+21,90,463	214	44·35
1905	1,123·05	8,62,95,191	1,29,34,476	65,77,330	7·62	40,05,713	6,30,603	+19,41,014	221	49·15
1906	1,130·00	8,91,97,605	1,32,75,295	58,92,976	6·61	40,92,722	4,94,281	+13,05,973	227	55·61
1907	1,129·85	9,06,35,408	1,41,19,421	71,69,813	7·91	38,76,608	6,71,818	+26,21,387	240	49·22
1908	1,395·61	15,07,19,882	2,04,61,326	94,20,016	6·25	46,89,556	6,98,860	+40,31,600	282	53·96
1909	1,395·61	15,57,78,715	2,17,41,647	1,01,90,046	6·54	49,52,436	7,44,562	+44,93,048	300	53·13
1910	1,395·61	16,08,95,627	2,24,59,591	1,02,34,257	6·36	51,05,988	7,13,317	+44,14,952	309	54·43
1911	1,395·61	16,28,91,154	2,49,91,786	1,24,16,673	7·62	52,77,315	3,20,622	+ 68,18,736	344	50·32

10 (*c*) Nilgiri railway (3′ 3⅜″ gauge)—

The original Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000, and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The original Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the former Company and supply the capital required to complete it and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by the Government for £235,000 on the 1st January 1903. The extension to Ootacamund was constructed by the Government.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Mettupalaiyam to Coonoor	15-6-99	16·99	
Coonoor to Fernhill	15-9-08	10·86	
Fernhill to Ootacamund	15-10-08	1·11	
			28·96

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*c*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor (12 miles) there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

Contract—

The railway was worked by the former Madras Railway Company up to the 31st December 1907 on behalf of the Government. With effect from 1st January 1908 it was made over to the South Indian Railway Company as a part of the Jalarpet-Mangalore section for working as an integral part of their undertaking in terms of the contract of 2nd March 1909 between the Secretary of State and the Company, with the condition that the South Indian Railway Company are not to pay interest on the capital cost of the Coonoor-Ootacamund railway incurred either before or after 1st January 1908.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28·96	67,82,028	3,36,030	42,991	0·63	223	87·21
1909	28·96	70,32,241	4,08,791	53,657	0·76	271	86·87
1910	28·96	75,94,023	4,57,097	72,441	0·95	304	84·15
1911	28·96	77,29,506	4,94,851	1,24,632	1·61	329	74·81

10 (*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Peralam to Karaikkal	14-3-98	14·65	14·65

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Dated the 27th March 1902, *between the Government of the French Settlements in India and the South Indian Railway Company*, for the working of the Peralam-Karaikkal railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract—

(i) *Land.*—In French territory provided by the Colonial (French) Government free of cost but subject to a land tax as private property : in British territory by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

(ii) *Government aid.*—The railway was constructed at cost price by the South Indian Railway Company at the request and on behalf of the Colonial (French) Government, and is worked and maintained by the Company who provide the rolling-stock required for the traffic of the Peralam-Karaikkal-railway.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Direction, maintenance and working expenses, excluding the cost of repairing damages due to any extraordinary casualty and new minor works not costing more than Rs. 1,000 on the system, are calculated at the same proportion of the gross receipts of the Peralam-Karaikkal railway as obtains half-yearly on the Company's system, including worked lines, as a whole, *plus* the cost of repairing damages due to any extraordinary casualty on the branch, 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock and 5 per cent per annum for interest on Rs. 30,000 which is taken as representing the Branch line's share of the Company's outlay on revenue and other stores and workshop buildings and machinery.

From the " net earnings " so arrived at are deducted such sums as according to the rules of the Company's Provident Institution are payable thereto ; the balance, being the " net receipts ", are paid every half-year to the Colonial (French) Government :

Provided always that if, at any time, the working of the Peralam-Karaikkal railway involves an actual loss to the Company, the Colonial (French) Government shall make good such loss.

(v) *Rates and fares.*—To be agreed to between the Company and the Colonial (French) Government, but should not be less than the minima actually in force on the Company's undertaking.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of Colonial (French) Government to determine contract.*—
(viii) *Power of Company to determine contract.*— } Determinable by either party on giving to the other 12 months' previous notice expiring on the 30th June or 31st December in any year.

(ix) *Term of contract, if not determined under* (vii) *or* (viii).—Not specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	14·65	7,23,786	32,736	14,619	2·02	43	55·34
1903	14·65	7,23,786	38,933	19,864	2·74	51	48·98
1904	14·65	7,23,786	36,945	—29,432	...	48	179·66
1905	14·65	7,23,786	36,922	4,406	0·61	48	88·07
1906	14·65	7,23,786	39,035	—4,420	...	51	111·32
1907	14·65	7,23,786	41,108	9,408	1·30	54	77·11
1908	14·65	7,23,786	43,948	14,361	1·98	58	67·32
1909	14·65	7,23,786	46,125	13,590	1·88	61	70·54
1910	14·65	7,23,786	44,070	—517	...	58	101·78
1911	14·65	7,23,786	51,162	17,519	2·42	67	65·76

10 (*e*) Pondicherry railway (3′ 3⅜″ gauge)—

The line is in the French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
East bank of the Gingee river to Pondicherry	15-12-79	7·85	7·85

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*e*) **Pondicherry railway** (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid principally with 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Agreement, dated the 30th December 1890, *between the South Indian Railway Company and the Pondicherry Railway Company*, for maintenance and working.

Despatch from the Secretary of State, No. 19-Ry., dated the 17th March 1895, intimating the renewal of the agreement by the parties thereto.

Main provisions of agreement—

(i) *Land.*—Not specified.

(ii) *Government aid.*—The railway (which was constructed by the Pondicherry Railway Company) is maintained, worked and provided with rolling-stock by the South Indian Railway Company as an integral part of their undertaking—except only as to such works required for the accommodation and extension of traffic on the Pondicherry line which the Pondicherry Railway Company would have had to construct had they been themselves working their own line, which the latter undertake to make at their own cost to the satisfaction of the South Indian Railway Company.

(iii) *Terms of working.*— } Maintenance and working expenses are charged for at the same percent-
(iv) *Distribution of profits.*— } age of the gross receipts of the Pondicherry railway as obtains on the South Indian Railway Company's undertaking including the Pondicherry line—duty, if any, payable to the Colonial (French) Government and direction and office expenses in England being excluded from the calculation. The balance is payable half-yearly to the Pondicherry Railway Company.

(v) *Rates and fares.*— ⎫
(vi) *Special obligations as to the conveyance of.*— ⎪
(*a*) Mails, troops, police, high Government officials, and Government stores.— } To correspond with those for the time being in force on the South Indian Railway Company's undertaking.
(*b*) Government bullion and coin, and the persons in charge thereof.— ⎭

(vii) *Power of Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State dated the 24th November 1890, *vide* (vii) under 10 (*b*) South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the South Indian Railway Company to determine agreement.*— } on 6 months' notice
(ix) *Power of the Pondicherry Railway Company to determine agreement.*— } given expiring on the 31st December in any year, subject to (vii).

(x) *Term of agreement.*—The agreement was originally for a term of 3 years, but it has since been renewed subject only to (vii), (viii) and (ix).

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	7·85	5,68,543	70,478	37,960	6·68	173	46·14
1903	7·85	5,68,543	73,416	44,258	7·78	180	39·72
1904	7·85	5,68,543	60,119	33,662	5·92	147	44·01
1905	7·85	5,68,543	58,414	29,827	5·25	143	48·94
1906	7·85	5,68,543	55,026	24,536	4·32	135	55·41
1907	7·85	5,68,543	66,210	33,966	5·97	162	48·70
1908	7·85	5,68,543	77,012	35,880	6·31	189	53·41
1909	7·85	5,68,543	86,073	39,163	6·89	211	54·50
1910	7·85	5,68,543	97,447	43,611	7·67	239	55·25
1911	7·85	5,68,543	1,09,623	54,038	9·50	269	50·71

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

The Shoranur-Cochin railway is the property of the Cochin Durbar and was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company to be maintained and worked as part of its undertaking.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Shoranur to Ernakulam	16-7-02	64·75	64·75

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 818·57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Agreement—

Dated the 1st January 1908, *between His Highness the Raja of Cochin and the South Indian Railway Company*, for maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided by the Cochin Durbar free of cost.

(ii) *Government aid.*—The railway (which is the property of the Cochin Durbar) is maintained and worked by the South Indian Railway Company in all respects as part of their own undertaking, except only as to the provision of funds for capital expenditure which are provided by the Durbar.

(iii) *Terms of working.*—For maintenance and working the Shoranur-Cochin railway the Durbar pays to the Company in each calendar half-year—

(*a*) All expenditure on renewals, as distinguished from maintenance expenses, incurred on the Durbar's line;

(*b*) the Durbar's railway share of working expenses arrived at by deducting from the total working expenses of the combined system the expenditure incurred on the combined system for renewals as distinguished from maintenance, and dividing the balance between the Company and the Durbar's railway in the proportion that the gross receipts of the latter bear to those of the combined system;

(*c*) One per cent of net earnings of the Durbar's line as a second contribution to the Company's Provident Institution; and

(*d*) the sum payable under the agreement as rent for the use of the Shoranur Junction station based on the total cost of the junction station.

(iv) *Distribution of profits.*—Any difference between the gross receipts of the Shoranur-Cochin railway and the payment for working under (iii) which may exceed 2 per cent on the booked capital expenditure of the Durbar's line including land are deemed "surplus profits," divisible between the Durbar and the Company in the proportion of four-fifths to the former and one-fifth to the latter.

(v) *Rates and fares.*—Those generally applicable to the South Indian railway system; *vide* (iv) under 10 (*b*), South Indian railway, (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As on Indian State railways.

(vii) *Power of Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State dated the 24th November 1890, *vide* (vii) under 10(*b*), South Indian railway, (3′ 3⅜″ gauge).

(viii) *Power of the Cochin Durbar to determine agreement.*—
(ix) *Power of the Company to determine agreement.*— } On giving 12 months' notice expiring on the 30th June or before the 31st December in any year.

(x) *Term of agreement.*—Subject to (vii), (viii) and (ix).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.					TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			
1902	64·75	63,66,301	1,34,845	73,299	1·15	69	45·64
1903	64·75	64,41,390	3,52,964	1,98,023	3·07	105	43·90
1904	64·75	67,88,610	3,92,782	1,94,244	2·86	117	50·55
1905	64·75	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906	64·75	68,59,349	3,91,378	1,55,689	2·27	116	60·22
1907	64·75	69,34,602	4,17,179	1,35,752	1·96	124	67·46
1908	64·75	69,44,148	4,44,076	2,00,352	2·89	132	54·88
1909	64·75	69,86,248	5,16,290	2,60,923	3·73	153	49·46
1910	64·75	69,48,970	5,62,461	2,56,954	3·69	167	54·32
1911	64·75	69,56,785	6,00,932	2,89,925	4·17	178	51·75

10 (*g*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway originally extended from Mayavaram to Mutupet and was constructed by the South Indian railway from funds of which half were provided by the Government of Madras from Provincial resources, and the other half by the Tanjore District Board from its Railway Guarantee Fund which was constituted by enhancing by 3 pies, *i.e.*, from 9 pies to the maximum rate of twelve pies per rupee, the Local Land Cess raised in the district. From the 1st January 1900 the property of the Government in the Mayavaram-Mutupet line was made over to the Tanjore District Board at the cost price of Rs. 12,34,720. The construction of the extension from Mutupet to Avadaiyarcoil was then undertaken by the South Indian Railway Company at the cost of the Tanjore District Board from the available balances at the disposal of the Board and further funds raised by debentures, bearing interest at 4 per cent per annum, running for a term of 20 years ending with the 31st December 1920, on the security of the Mayavaram-Mutupet railway and of the receipts from their Railway Guarantee Fund—the Government reserving the right to take over the extension at any time on twelve months' notice by assuming any liabilities undertaken by the Board in the form of debentures to raise the money and repaying any further amounts spent by the Board out of the balances at their disposal.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Mayavaram to Tiruvallur	2-4-94	54·08	
Tiruvallur to Mutupet			
Mutupet to Pattukkottai	20-10-02	17·03	
Pattukkottai to Arantangi	31-12-03	28·35	
Arantangi to Quarry	23-8-06	3·90	
			103·36

Details of construction—

Permanent-way.—The line is laid with first-class 41¼-lb. flat-footed steel and 40·3-lb. flat-footed second-class iron rails on sâl, pynkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Contract—

Dated the 22nd July 1897, *between the Secretary of State and the South Indian Railway Company,* as to maintenance and working.

Main provisions of contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The railway (which is the property of the Tanjore District Board) was constructed, and is maintained and worked by the South Indian Railway Company, who provide the rolling-stock required for the traffic of the Branch line.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*g*) Tanjore District Board (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is maintained and worked at the same percentage of its gross receipts as obtains half-yearly on the South Indian Railway Company's undertaking as a whole, including the Tanjore District Board's line, *plus* the cost of making good any damage affecting the Branch, *plus* 5 per cent of gross receipts for the use of the Company's rolling-stock, *plus* interest on the Company's capital outlay at joint stations provided for in clause 12 of the agreement.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As noted under 10(*b*), South Indian railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*— } On 12 months' notice expiring on the 31st December in any year.

(ix) *Term of contract.*—As in (vii) and (viii) above.

Statistics of working (Those for the periods prior to 1900 will be found in Appendix 38 to the Report for 1907.)—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900 . . .	54·08	26,50,776	2,32,280	97,782	3·69	83	57·90
1901 . . .	54·08	32,17,511	2,90,637	1,35,765	4·22	103	53·29
1902 . . .	71·11	38,18,202	3,08,879	1,46,764	3·84	103	52·48
1903 . . .	99·46	45,70,190	3,90,747	2,09,167	4·58	106	46·47
1904 . . .	99·46	46,32,763	5,24,490	2,61,364	5·64	101	50·17
1905 . . .	99·46	47,33,090	5,86,680	2,65,302	5·61	113	54·78
1906 . . .	103·36	47,98,375	6,01,066	2,32,833	4·85	116	61·26
1907 . . .	103·36	47,86,554	6,33,181	2,86,169	5·98	118	54·80
1908 . . .	103·36	48,05,788	6,87,571	2,77,134	5·77	128	59·69
1909 . . .	103·36	48,08,937	6,84,734	2,70,086	5·62	127	60·56
1910 . . .	103·36	48,45,390	7,59,296	2,96,545	6·12	141	60·94
1911 . . .	103·36	48,56,852	8,36,516	3,63,851	7·49	156	56·50

10 (*h*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Tinnevelly to Kallidaikurichi	1-6-02	19·13	
Kallidaikurichi to the British frontier near Shencottah	1-8-03	31·28	
			50·41

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 27th June 1901, *between the Secretary of State and the South Indian Railway Company*, as to the construction, maintenance and working of the Travancore Branch.

Main provisions of contract—

(i) *Land.*—
(ii) *Government aid.*— } As under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (k)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (h) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is worked by the South Indian Railway Company at the same proportion of its gross earnings of each half-year as obtains on the whole of the Company's undertaking including the Travancore Branch, *plus* the usual contribution to the Provident Institution. The "net revenue receipts" of a half-year so arrived at of the Travancore Branch are then applied, in the following manner and order, in payment to the Government of interest—

(*a*) on debentures and debenture stock, and
(*b*) due on any capital advanced by the Government } for the purpose of the Branch;

(*c*) the surplus, if any, is divisible between the Government and the Company in the proportions in which the residue of net receipts of the undertaking is divisible as noted against (iii) (*d*) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

If the net receipts of the Branch fall short of the interest charges, the deficiency is first to be divided between the Native State and British sections of the line in proportion to the capital cost of the sections, and as between the Secretary of State and the Company so much of the deficiency as is attributable to the Native State section is to be borne by the Secretary of State, and so much as is attributable to the British section is to be borne by the Secretary of State and the Company in the proportions in which any surplus of net receipts over interest charges would have been divisible. The Company's share of any such deficiency may be deducted by the Secretary of State from its share of any surplus profits due under the principal contract for the same half-year or under this contract or the principal contract for the next succeeding half-year.

As between the Government and the Travancore Durbar, the latter has under-written the guarantee of interest to the extent of the capital cost of the portion of the line in its territory; and it has been agreed that any surplus retained by the Government in accordance with the foregoing shall be divided between them in proportion to the respective lengths of the British and Native State sections of the line, and that the share of any deficiency attributable to the latter shall be borne by the Travancore Durbar.

(v) *Rates and fares.*— . . . . .
(vi) *Special obligations as to the conveyance of*— . . .
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).
(vii) *Services for any Department of the Travancore Durbar.*— .
(viii) *Power of the Government to determine contract.*— . .
(ix) *Power of the Company to surrender contract.*— . . .
(x) *Term of contract.*— . . . . .

Statistics of working—

Calendar year.	TABLE I. Mileage open at end of each year.		Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in columns (4) and (5).	Interest charges.		Gain or loss *pertaining to each calendar year.*			TABLE II. (Including the Native State section.)	
										British section.				
	British section.	Native State section.	British section.	Native State section.				British section.	Native State section.	South Indian Railway Company.	State.	Native State section.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	19·05	...	31,64,655	75,81,838	47,210	26,039	0·24	1,15,306	2,30,014	...	—89,267	—2,30,014	81	44·84
1903	49·50	0·43	38,46,098	1,01,18,508	1,68,379	99,038	0·71	1,21,989	3,14,967	—15,596	—80,817	—2,41,505	101	41·18
1904	50·40	57·98	40,40,486	1,15,98,498	3,05,764	1,49,690	0·96	1,39,945	3,95,455	—16,145	—91,408	—2,78 167	85	51·04
1905	50·48	57·98	43,40,925	1,17,84,078	4,86,757	2,48,307	1·55	1,44,178	3,32,112	—13,234	*+5,038	—2,18,787	86	48·78
1906	50·48	57·98	43,62,235	1,18,28,747	4,97,643	2,22,479	1·37	1,45,163	3,86,240	—13,939	—56,715	—2,38,270	88	55·29
1907	50·48	57·98	43,86,635	1,18,07,091	5,07,098	3,01,860	1·88	1,50,213	3,97,953	—10,269	—54,916	—1,78,121	106	48·94
1908	50·48	57·98	43,89,979	1,17,98,653	6,42,077	2,93,380	1·81	1,51,593	3,99,756	—10,441	—59,438	—1,88,055	114	54·31
1909	50·41	58·05	43,93,309	1,17,97,245	6,50,918	2,95,529	1·83	1,44,334	3,85,580	—9,034	—54,609	—1,70,972	115	54·60
1910	50·41	58·05	44,22,418	1,18,26,000	6,80,080	3,04,658	1·88	1,45,069	3,86,342	—8,351	—53,459	—1,65,566	121	55·29
1911	50·41	58·05	44,40,594	1,18,24,590	7,66,515	3,47,453	2·14	1,48,395	3,99,802	—3,904	—50,915	—1,46,093	136	54·67

* Due to abnormal increase in net earnings.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 10}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (i) Tinnevelly-Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening	Miles.	Total.
Quilon to Punalur	1-6-04	28·28	
Punalur to the Frontier of the Travancore State near Shencottah	26-11-04	29·77	
			58·05

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Punalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

Contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) railway (British section) [10 (*h*)].

Statistics of working—

See under British section [10 (*h*)].

10 (*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)—

The line is the property of the Government, on whose behalf it was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for working as an integral part of their undertaking.

Drogress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Morappur to Dharmapuri	18-1-06	18·53	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Dharmapuri to Hosur (sanctioned on 3rd March 1909).	...	54·87	
			73·40

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (k)}$. **SOUTH INDIAN RAILWAY SYSTEM—*concld.***

10 (*j*) Morappur-Dharmapuri railway (2′ 6″ guage)—*concld.*

Main provisions of contract—

As in the case of 10 (*b*), South Indian railway (3′ $3\frac{3}{8}$″ gauge).

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 .	18·53	8,39,999	37,145	3,769	0·45	39	89·85
1909 .	18·53	9,22,100	39,270	—6,883	...	41	117·53
1910 .	18·53	12,56,128	45,796	9,627	0·77	48	78·98
1911 .	18·53	20,37,238	41,315	36	...	43	99·91

10 (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Tirupattur to Krishnagiri	18-9-05	25·38	25·38

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from the 1st January 1911 the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contract—

As in the case of 10 (*b*), South Indian railway, (3′ $3\frac{3}{8}$″ gauge).

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 .	25·38	10,87,305	53,682	1,233	0·11	41	97·70
1909 .	25·38	10,86,836	45,692	312	0·03	35	99·32
1910 .	25·38	11,14,660	57,179	10,061	0·90	48	82·40
1911 .	25·38	11,01,519	65,298	18,179	1·65	49	72·16

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$, **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Managing Director.—James Meadows Rendel, Esq.
Offices.—Bishopsgate House, 80, Bishopsgate, London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Chittagong Port to Chittagong	3-11-95	1·73		
Chittagong to Feni	1-7-95	56·90		
Feni to Comilla	1-7-95	39·10		
Comilla to Akhaura	1-1-96	29·41		
Akhaura to Karímganj	4-12-96	115·00		
Karímganj to Badarpur	4-12-96	12·00		
Badarpur to Dámchara	23-4-99	18·53		
Dámchara to Lumding	1-12-03	96·70		
Lumding to Nazira	1-1-01	141·87		
Nazira to Lakwá	15-11-01	10·71		
Lakwá to Bhojo	1-2-03	12·72		
Bhojo to Tinsukia	1-3-03	41·94		
			576·61	
Branches—				
Chandpur branch—				
Láksám to Chandpur	1-7-95	31·62		
			31·62	
Silchar branch—				
Badarpur to Katakhal	13-6-98	6·27		
Katakhal to Silchar	8-11-98	12·35		
			18·62	
Gauháti branch—				
Gauháti Ghát to Gauháti	1-1-97	1·32		
Gauháti to Jamuna mukh	1-1-97	74·11		
Jamuna mukh to Lanka	2-1-99	19·11		
Lanka to Lumding (temporary station)	1-3-99	15·55		
Lumding (temporary station) to Lumding	20-2-00	3·44		
			113·53	
Noakhali branch—				
Láksám to Noakhali	15-5-03	30·46		
			30·46	
Bhairab Bazar branch—				
Akhaura to Ashuganj	1-4-10	19·05		
			19·05	
TOTAL LENGTH OPEN	...	...	...	789·89
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Kalaura to Fenchuganj (sanctioned on 3rd March 1906)	...	15·07		
Bhairab Bazar to Tangi (sanctioned on 17th August 1910)	...	39·46		
			54·53	54·53
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	844·42

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pynkado, and partly on bastard sâl, nageshur, jarrah wood and ironbark sleepers. The Noakhali branch is laid with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Láksám and Chandpur, Gauháti Ghât and Gauháti, and half a mile from Gauháti towards Lumding, and at some stations on the hill section.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding, 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauháti and Tinsukia, 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150; and between Akhaura and Ashuganj, 1 in 200.

Contracts—

Dated the 26th April 1892 (called the principal contract), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the construction, management, maintenance and working, by the Company, of their undertaking.

Dated the 6th December 1899, *between the Secretary of State and the Assam-Bengal Railway Company*, as to the extension of time for the completion of the railway.

Dated the 11th April 1906, (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking as from 1st January 1906.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 11}{\text{Sub-head } (a)}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £ 1,500,000. (Up to 30th June 1898 interest was allowed at 3½ per cent).

(iii) *Distribution of profits.*—The net earnings to be applied in payment to the Government of—

(*a*) The equivalent in rupees of interest paid on debenture capital; provided that, if the Company's share capital is not less than $\frac{3}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(*b*) the equivalent in rupees of the guaranteed interest paid to the Company in respect of share capital; and

(*c*) interest on the capital contributed, or deemed to be contributed, by the Government, at the same rate as the guarantee for the time being on the Company's capital. But if the capital advanced by Government exceed $\frac{8}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement.

"Surplus profits," after interest charges have been met, are divided between the Company and the Government in the ratio of the respective amounts of capital expended by them on the undertaking.

(iv) *Rates and fares.*—To be approved by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as obtain on State railways of the same gauge, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are absolutely the property of the Government, who may determine the contract on the 31st December 1921, or at the end of any succeeding tenth year by giving 12 months' previous notice.

The Government may also determine the contract at any time on six months' previous notice, if the Company fail to fulfil its obligations, or if the line be worked at a loss for three consecutive half-years. On the determination of the contract, the Company is to hand over to the Government the railway and all its belongings of every description, on repayment by the Government of the amount in sterling, at the par value, of the share capital paid by the Company to the Government.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—Not specified.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1895 .	129·49	4,27,47,293	2,14,426	—8,047	...	13,95,636	—14,03,683	* The decrease in net earnings is due to heavy expenditure of an extraordinary character, *e.g.*, heavier renewals of sleepers, repairs to jetty shed destroyed by fire in 1907 and commission on debentures renewed in 1908.	64	103·75
1896 .	285·90	5,59,03,217	6,18,785	33,288	0·06	23,73,034	—23,39,796		71	94·63
1897 .	360·63	6,94,23,486	9,90,640	72,214	0·10	22,56,279	—21,84,065		63	92·71
1898 .	379·25	8,32,11,758	13,03,124	54,551	0·07	24,45,275	—23,90,724		83	95·83
1899 .	434·66	9,45,26,278	16,19,646	3,22,704	0·37	28,63,084	—25,40,380		75	80·08
1900 .	436·26	10,31,71,809	17,09,955	3,64,364	0·38	33,31,390	—29,67,026		75	78·69
1901 .	589·21	11,17,19,504	21,34,252	4,56,654	0·44	35,06,252	—30,49,598		70	78·60
1902 .	589·21	11,87,04,959	20,96,058	2,54,418	0·23	38,08,387	—35,53,969		68	87·86
1903 .	740·38	12,40,28,548	23,97,658	4,43,963	0·35	40,71,450	—36,27,487		71	81·48
1904 .	740·38	12,60,09,639	29,53,962	1,05,320	0·08	41,66,535	—40,61,145		77	96·43
1905 .	740·38	12,78,56,722	34,14,295	1,25,615	0·10	42,61,306	—41,35,691		88	96·32
1906 .	775·28	13,25,20,704	42,20,064	4,27,858	0·30	44,53,682	—40,25,824		104	89·86
1907 .	775·28	13,49,01,242	48,90,137	6,40,254	0·47	37,92,277	—31,52,023		122	86·91
1908 .	775·28	13,90,59,050	46,96,729	*53,309	0·04	41,64,794	—41,11,485		117	98·87
1909 .	770·84	14,31,45,488	49,14,893	4,47,461	0·31	43,64,911	—39,17,450		122	90·90
1910 .	789·89	14,45,68,076	51,70,052	7,84,033	0·54	44,08,319	—36,24,286		126	84·83
1911 .	789·89	14,79,47,899	55,76,145	11,37,710	0·77	45,86,405	—34,48,695		136	79·59

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, C.S.I.

Managing Director.—Alexander Izat, Esq., C.I.E.

Offices.—237, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	1,175·84	73·98	1,249·82
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	769·04	59·14	828·18
Total	1,944·88	133·12	2,078·00

Running powers—

		Miles.
Home line over Foreign lines—		
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly (3′ 3⅜″ gauge) railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway.		34·57
Benares Cantonment to Benares City, and Benares Cantonment to outer signal on the Benares-Allahabad extension, Oudh and Rohilkhand railway (3′ 3⅜″ gauge).		2·18
	Total ...	85·18

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening	Miles.	Total.	Grand total.
Main line—				
Sonepore to Mankapur	15-1-85	217·25		
Mankapur to Nawabganj	2-4-84	14·00		
Nawabganj to Ajodhya.	1-12-84	4·82		
			236·07	
Loop line				
Sonepore to Bunwarchak.	15-1-85	9·54		
			9·54	
Branches —				
Uska Bazar branch				
Gorakhpur to Uska Bazar	15-12-86	39·58		
Uska Bazar to Barhni	15-1-05	31·00		
Barhni to Tulsipur	15-1-06	22·54		
			93·12	
Jarwa branch—				
Gainsari to Jarwa	12-4-06	9·47		
			9·47	
Bagaha branch				
Gorakhpur to Bagaha	7-2-07	60·17		
			60·17	
Gopalganj branch—				
Savan to Thawe	1-4-07	17·82		
			17·82	
Maharajgunj branch—				
Daronda to Maharajgunj	1-4-07	3·90		
			3·90	
Naipalganj Road branch—				
Mankapur to Bahraich	2-4-84	55·16		
Bahraich to Naipálganj Road	15-12-86	33·44		
			88·60	
Revelganj branch—				
Chupra to Revelganj	15-4-91	7·34		
Revelganj to Manjhi Ghât	1-4-99	3·71		
			11·05	
Bahramghat branch—				
Gonda to Colonelganj	29-10-91	17·75		
Colonelganj to Jarwal Road.	1-2-92	10·30		
			28·05	
Burhwal branch—				
Jarwal Road to the West bank of the Gogra river	18-12-96	2·63		
Gogra Ghât to Chowka Ghât	24-12-98	3·27		
Chowka Ghât to Burhwal	24-11-96	4·12		
Burhwal to Sitapur	13-3-11	59·76		
			69·78	
Tulsipur branch—				
Gonda to Balrámpur	15-12-96	22·95		
Balrámpur to Tulsipur.	1-6-98	19·00		
			41·95	
Katarnian Ghât branch—				
Nánpára to Mihirpurwa	15-12-96	14·99		
Mihinpurwa to Katarnian Ghât	25-3-98	27·08		
			42·07	
Turtipar branch—				
Bhatni to Turtipar	15-12-96	17·60		
Salimpur to Barhaj	1-12-97	12·77		
			30·37	
Mashrak branch—				
Chupra to Mashrak	20-3-10	26·32		
			26·32	768·28
Carried over	...	...	...	768·28

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Brought forward	...	...	...	768·28
Gogra-Ganges Doab lines—				
Turtipar to Mau	8-6-98	28·19		
Mau to Benares	15-3-99	58·06		
Mau to Azamgarh	8-6-98	27·15		
Kopaganj Road to Ballia	15-3-99	37·61		
Ballia to Chand-Deara Ghât	12-5-99	27·96		
Aunrihar to Ghazipur Ghât	15-3-99	28·37		
Azamgarh to Shahganj	14-2-03	34·81		
Ghazipur Ghât to Phephna	11-3-03	31·16		
Aunrihar to Jaunpur	21-3-04	36·14		
Kopaganj to Dohrighat	21-3-84	21·70		
Benares to Madhosingh	1-3-09	29·03		
Madhosingh to Mirzapur Ghât.	1-3-09	6·70		
Madhosingh to Jhusi	21-4-09	40·68		
			407·56	
				407·56
TOTAL OPEN MILEAGE, B. & N.-W. RAILWAY	...	...	...	1,175·84
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Thawe to Captainganj (sanctioned on 21st July 1910)	...	59·75		
Gogra bridge at Manjhi Ghât and approaches (sanctioned on 9th May 1908)	...	4·81		
Gundak bridge at Bagaha and approaches (sanctioned on 4th October 1909)	...	5·43		
Jhusi to Allahabad (sanctioned on 26th January 1909).	...	3·99		
			73·98	73·98
Grand total B. & N. W. railway	...	...	...	1,249·82

Details of construction—

Permanent-way.—The main line between Sonepore and Burhwal is laid with 50-lb. steel rails on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼-lb. steel rails mostly on sâl sleepers. The Gogra-Ganges Doab main lines from Turtipar to Benares and Chand-Deara Ghat to Aunrihar Junction are laid with 50-lb. steel rails on sâl sleepers, and their branches with 41¼-lb steel rails on sâl sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced.

Curves.—The sharpest curve is of 900 feet radius.

Gradients.—The ruling gradient is 1 in 300. On the various river ghât lines the gradients are steeper.

Contracts—

Dated the 12th December 1882 (called the original contract), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the construction and working by the Company of the Bengal and North-Western railway.

Dated the 22nd February 1886 (supplemental to and modifying in some respects the contract of 1882), *between the Secretary of State and the Bengal and North-Western Railway Company.*

Dated the 18th July 1890, *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the taking over and working by the Company of the State railways known as the Tirhoot railway in conjunction with the Company's railway.

Dated the 19th December 1894 (supplemental to the contracts of 1882, 1886 and 1890), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for certain extensions of the Company's railway and for the exercise by the Company of running powers for through traffic over the Cawnpore-Burhwal 3′ 3⅜″ gauge link of the Oudh and Rohilkhand railway.

Dated the 12th December 1895 (supplemental to the contracts of 1890 and 1894), *between the Secretary of State and the Bengal and North-Western Railway Company*, modifying in some respects the contract of 1890 relating to the Tirhoot railway.

Dated the 23rd July 1896 (supplemental to the contracts of 1882, 1886, 1890, 1894 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway and of the Tirhoot railway.

Dated the 15th January 1903 (supplemental to the contracts of 1882, 1886, 1894 and 1896), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 24th April 1903 (supplemental to the contracts of 1882, 1890 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company,* as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 14th December 1905 (supplemental to the contracts of 1882, 1890, 1895, 1896, and 1903), *between the Secretary of State and the Bengal and North-Western Railway Company* continuing with modifications the contract of 1890 relating to the Tirhoot railway and modifying in some respects the contract of 1882 relating to the Company's railway.

Dated the 7th October 1907 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, and 1905), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for further extensions of the Company's railway.

Dated the 1st October 1908 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905 and 1907), *between the Secretary of State and the Bengal and North-Western Railway Company,* for providing for a further extension of the Company's railway from Chupra to Mushrak.

Dated the 9th July 1909 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907 and 1908), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for a further extension of the Company's railway from Burhwal to Sitapur.

Dated the 13th October 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908 and 1909), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for extensions of the Company's railway connecting the Company's Main lines with the Company's Doab lines and with the Tirhoot railway respectively by bridges over the Gogra and Gundak rivers.

Dated the 7th December 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896 15th January and 24th April 1903, 1905, 1907, 1908, 1909 and 13th October 1910), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for a further extension of the Company's railway from Thawe to Captainganj.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost for the Company's railway ; and at the cost of capital for the Tirhoot railway undertaking.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—The Company's railway and the Tirhoot railway undertaking are worked conjointly ; but the accounts of each are kept separate and distinct, except those relating to working expenses.

In addition to the ordinary working expenses and usual contributions to the State Railway and Company's Provident Institutions, the working expenses for each half-year include interest at 4 per cent per annum on all outlay up to the 31st December 1904 expended on "rolling-stock," "steamers and barges and landing stages," "stores," and "stations and offices, station machinery, staff quarters and all other works including permanent-way at Sonepore" for joint use, and on all outlay subsequent to that date up to the close of each half-year incurred on the same matters and on "workshops and store buildings, etc." or any other works used for joint purposes. The interest so charged is to be credited to the respective revenue accounts of the Company's railway and the Tirhoot railway undertaking in the ratio of the contributions of capital made to the joint accounts by each.

The working expenses of the open system, exclusive of the charges for maintenance of way, works and stations, other than those for general supervision, are divided between the Company's railway and the Tirhoot railway undertaking in proportion to their respective gross earnings.

The charges for maintenance of way, works and stations, other than the charges for general supervision are appropriated and allotted to the Company's railway or the undertaking on the basis of the actual expenditure incurred by each.

(iv) *Distribution of profits.*—As to the Company's railway, under the original contract of 1882 any surplus over 6 per cent was to be equally divided between the Government and the Company ; but this provision was rescinded by the contract of the 22nd February 1886, which leaves the profits entirely in the hands of the Company.

As to the open system, after deducting half-yearly from the gross earnings of the Company's railway and of the undertaking, respectively, the working expenses noted under (iii), the balance of the gross earnings (termed net revenue) in the case of the Company's line belongs to the Company, and in the case of the Tirhoot railway undertaking is applied in the following manner and order :—

(*a*) in payment to the Company of interest accruing in each half-year at 4 per cent per annum on one half of the capital raised and expended by the Company for the purposes of the railway,

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

crossing the Gundak river by a bridge, from Bagaha to Chhitauni, including interest paid out of capital during construction ;

(*b*) in payment to the Government from the aggregate net revenue for the entire year of interest accruing in such year at 5 per cent per annum on all money advanced or expended by the Government for the purposes of the open lines of the undertaking which have not been repaid to the Government ;

(*c*) the residue if not in excess of 10 lakhs going to Government and the Company in the proportion of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter ; if in excess of 10 lakhs, then as to 10 lakhs in the aforesaid proportion and as to the balance in the proportion of $\frac{14}{15}$ths to the Government and $\frac{1}{15}$th to the Company.

The difference between the net revenue of the Company's railway belonging and payable to the Company and the aggregate advances made to the Company, in any half-year, is to be adjusted as soon as known by payments in India between the Government and the Company as the case may require.

(v) *Rates and fares.*—As to the Company's line—to be approved by the Government, who may require the charge for salt, coal and food grains carried not less than 100 miles to be reduced to any rate not below $\frac{1}{6}$th pie per maund per mile. The minimum for passengers is 2 pies per mile.

As to the open system—for the carriage of through passengers and goods over the Company's railway, of all through and local passengers and goods over the Tirhoot railway undertaking, and of all passengers and goods from and to the undertaking or any connected railway carried over the Company's railway or any foreign railway connected therewith, the Government have the power to fix and vary the classification for passengers and goods and the maxima and minima fares and rates for the several classes of passengers and goods, respectively. Until otherwise fixed no rate for goods is to be higher than one pie or lower than $\frac{1}{10}$th pie per maund per mile.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—As to the Company's railway, to be conveyed on the same general conditions as those in force on State railways, and at rates to be approved by the Government. As to the Tirhoot railway undertaking, to be conveyed on the same general conditions and at the same rates as may be in force on State railways of the metre gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved from time to time by the Secretary of State.

(vii) *Power of the Government to determine the contracts relating to the Company's railway.*—The line and all its appurtenances become the property of Government on the termination of the contracts. If the contracts terminate by the efflux of time the Government is to pay to the Company the value of rolling-stock, movable machinery, stores, etc. The Government may determine the contract after 50 years (*i.e.*, on the 31st December 1932), on one year's previous notice of intention to purchase, paying 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation for the five years immediately preceding the *purchase.* And at any time prior to the 31st December 1912, the Government have the right and option to elect that, upon the determination of the contract of 1882 by notice of purchase on the 31st December 1932, they will in lieu of making the aforesaid payment, pay to the Company a sum of money equal to 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation during the five years immediately preceding the *31st December 1912.* These terms do not apply to the Doab lines referred to in the contracts of 1896, 1907 and 1910, in respect of which the Government undertake to pay to the Company, in the event of purchase, a sum equal to the capital raised and expended thereon with their sanction, including interest paid out of capital during construction. One-half of the capital raised and expended by the Company for the Manjhi Ghat-Baklaha section, including interest paid out of capital during construction, is to be treated as capital attributable to the Doab lines ; the other half, and the whole of the capital for the Bagaha-Chhitauni section, including interest paid out of capital during construction, is to be treated as capital attributable to the Company's main lines. The Government may also determine the contract at any time, at six months' notice, if the Company fail to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of the line, less the value of the same treated as a reversionary sum absolutely payable on the 31st December 1981.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts.—*concld.*

(viii) *Power of the Government to determine the contracts relating to the Tirhoot railway undertaking.*—If the original contract with the Company, dated the 12th December 1882, terminate for any reason prior to the expiry of the term of the contracts relating to the Tirhoot railway undertaking, then the latter also, *ipso facto*, terminate at the same time. The Government may also terminate the Tirhoot railway contracts at any time, on 6 months' notice, if the Company fail to observe its obligations. The Government may also terminate the Tirhoot railway contracts on the 31st December 1919, on 6 months' notice: or, at the same date and by the like notice, the Government may modify or alter the terms with the approval of the Company as from the 31st December 1919; but if the Company do not agree to the proposed modifications or alterations then the contracts will terminate on the 31st December 1919. On the determination of the Tirhoot railway contracts the Government will resume possession of the undertaking, and any capital sums which may have been raised by the Government and expended on the Company's lines, or raised and expended by the Company on the undertaking, are to be considered as debts due from the Company and the Government respectively.

(ix) *Power of the Company to surrender contracts.*—Nil.

(x) *Term of contracts relating to the Company's railway.*—99 years, *i.e.*, until the 31st December 1981, subject to (vii).

(xi) *Term of contracts relating to the Tirhoot railway undertaking.*—28 years, *i.e.*, from 1st January 1905 to the 31st December 1932, subject to (viii).

Statistics of working—

TABLE I.

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Interest divided between the Government and the Company, in the ratio of gross earnings. (6)	Payments received for working the Tirhoot railway. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1884	75·00	1,52,47,428	77,670	—26,221	...	...	—26,221	...
1885	303·00	2,01,86,980	12,05,541	5,89,206	...	...	5,89,206	2·92
1886	376·00	2,32,16,102	18,54,074	8,09,189	...	...	8,09,189	3·49
1887	376·00	2,56,22,684	19,44,002	8,37,004	...	...	8,37,004	3·27
1888	376·00	2,61,51,593	22,09,543	9,88,844	...	...	9,88,844	3·78
1889	376·00	2,63,41,872	22,11,824	10,53,964	..	...	10,53,964	4·00
1890	376·00	2,68,84,918	22,08,788	12,21,020	...	*24,245	12,45,265	4·63
1891	401·00	2,76,68,842	24,76,909	15,48,590	...	69,484	16,18,074	5·85
1892	414·50	2,83,88,821	29,39,077	16,20,567	...	67,060	16,87,627	5·94
1893	414·50	2,84,84,234	26,14,546	15,75,636	...	66,842	16,42,478	5·79
1894	414·50	2,87,24,887	26,17,242	16,87,899	...	72,358	17,60,257	6·13
1895	414·50	3,12,95,704	25,71,036	16,82,766	...	72,909	17,55,675	5·61
1896	478·63	3,43,36,114	26,26,033	16,70,172	...	71,614	17,41,786	5·07
1897	485·55	4,10,32,207	27,55,718	17,24,277	...	74,905	17,99,182	4·38
1898	586·25	4,66,78,822	33,31,890	19,74,920	...	75,885	20,50,805	4·39
1899	743·00	5,16,06,763	43,44,861	26,70,911	...	61,940	27,32,851	5·30
1900	743·00	5,24,73,019	43,64,006	24,79,433	...	49,563	25,28,996	4·82
1901	743·00	5,50,91,830	53,66,794	30,97,372	...	76,853	31,74,225	5·76
1902	747·75	5,84,82,525	55,60,238	29,72,183	...	76,671	30,48,854	5·92
1903	812·96	6,21,09,547	61,98,433	38,53,972	...	1,04,369	39,58,341	6·37
1904	870·80	6,43,92,183	67,16,933	43,28,496	...	1,16,834	44,45,330	6·90
1905	901·32	6,77,55,566	61,79,116	34,34,390	+37,627	1,69,446	36,41,463	5·37
1906	932·18	7,13,66,623	77,02,976	40,92,699	—9,028	2,01,060	42,84,731	6·00
1907	1,014·90	7,50,01,758	89,59,804	49,72,741	—25,044	2,04,275	51,51 972	6·87
1908	1,016·73	7,91,13,230	79,80,293	43,74,935	+45,015	1,58,939	45,78,889	5·79
1909	1,091·56	8,44,52,801	80,65,653	43,59,479	+31,817	58,411	44,49.707	5·27
1910	1,117·14	8,92,16,995	84,58,223	48,85,946	+58,810	2,01,276	51,46,032	5·77
1911	1,175·84	9,31,80,852	99,29,872	57,59,938	+41,140	2,35,109	60,36,187	6·48

TABLE II.

Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
Rs.	
29	133·76
72	51·13
106	56·36
90	56·94
102	55·25
103	52·35
101	44·72
111	37·48
125	44·86
114	39·74
115	35·51
112	34·55
113	36·40
105	37·43
112	40·73
113	38·53
109	43·18
134	42·29
139	46·55
145	37·82
147	35·56
117	43·81
142	46·99
154	44·78
162	44·78
142	45·95
146	42·23
162	42·01

* For the second-half of 1890 only as the line was taken over for working from the 1st July 1890.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12.}}{\text{Sub-heads (a) \& (b)}}$ BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.*

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Semaria Ghat to Dalsing Sarai	1-5-83	22·90		
Dalsing Sarai to Samastipur	1-11-75	14·75		
Samastipur to Muzafferpur	24-2-77	29·79		
Muzafferpur to Motihari	1-2-83	49·57		
Motihari to Bettiah	20-12-83	27·00		
Samastipur to Darbhanga	1-11-75	23·00		
Darbhanga to Jhanjharpur	1-2-83	24·00		
Jhanjharpur to Ghoghardiha	8-4-86	13·00		
Ghoghardiha to Nirmali	8-4-86	6·92		
Nirmali to Bhaptiahi	15-11-87	10·00		
Bhaptiahi to Raghupur	1-10-88	8·98		
			229·91	
Branches—				
Bairagnia branch—				
Darbhanga to Sitamarhi	1-7-90	42·00		
Sitamarhi to Riga	1-1-91	6·00		
Riga to Dhang	1-7-91	9·00		
Dhang to Bairagnia (*fair weather line*)	1-3-92	3·51		
Bairagnia to Narkatiaganj	20-12-07	57·62		
			118·13	
Sonepore branch—				
Muzafferpur to Hajipur	26-10-84	31·25		
Hajipur to Sonepore	1-8-87	3·36		
			34·61	
Hajipur branch—				
Hajipur to Hajipur Ghat	26-10-84	1·89		
Hajipur branch loop line	2-11-00	3·31		
			5·20	
Hajipur-Katihar extension—				
Hajipur to Bachhwara	1-4-00	44·46		
Barauni Junction to Thana Bihpur	1-3-00	66·17		
Thana Bihpur to Katareah	7-3-01	18·00		
Katareah to Kursela (Kosi Bridge and approaches)	10-7-02	4·00		
Kursela to Katihar	7-3-01	24·00		
			156·63	
Bhagalpur branch—				
Thana Bihpur to Barari	16-12-01	11·36		
Barari to Bhagalpur Kachery	15- 3-06	4·29		
Bhagalpur Kachery to Bhagalpur station, E. I. Ry.	23-12-10	1·44		
			17·09	
Monghyr branch—				
Sahebpur Kamal to Monghyr Ghat	7-3-00	7·00		
			7·00	
Jaynagar extension—				
Sakri to Jaynagar	14-1-05	30·97		
			30·97	
Bettiah-Bhikna Thoree extension—				
Bettiah to Narkatiaganj	17-1-06	23·73		
Narkatiaganj to Bhikna Thoree	17-2-06	22·00		
			45·73	
Mansi-Bhaptiahi branch—				
Bhaptiahi to Makhana Bazar	1-3-07	44·33		
Makhana Bazar to Mansi	15-12-07	16·04		
			60·37	
Murliganj branch—				
Saharsa to Budham Ghat	15-3-08	18·32		
			18·32	
Raxaul branch—				
Sagauli to Raxaul	1-3-99	18·09		
			18·09	
Bagaha branch—				
Narkatiaganj to Bagaha	1-5-07	26·99		
			26·99	
TOTAL OPEN MILEAGE TIRHOOT RAILWAY	...	...	...	769·04
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bagmati bridge at Dhang and approaches (sanctioned on 16th February 1909)	...	4·94		
Samastipur to Roserah (sanctioned on 17th December 1909)	...	17·20		
Roserah to Khagaria (sanctioned on 9th February 1911)	...	37·00		
			59·14	59·14
GRAND TOTAL, TIRHOOT RAILWAY	...	...	...	828·18
DOUBLE LINE—				
Barauni Junction to Bachhwara	22-9-06	10·05	10·05	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*concld.***

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The following types of rails are in use :—50-lb. flat-footed steel, 41¼-lb. flat-footed steel and 60-lb. iron. The sleepers are of sâl, pynkado, jarrah and cast iron of Denham-Olpherts' pattern.

Ballast.—The line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 300, except between Samastipur and Pertabganj, on which 3·42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Contracts—

See under Bengal and North-Western railway, 12 (*a*).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907)—

Table I.											Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905 .	565·45	6,21,36,962	61,81,754	35,95,050	—37,627	1,69,446	33,87,977	5·45	23,54,563	+10,33,414	190	42·45
1906 .	614·30	6,73,40,339	66,80,324	38,97,310	+9,028	2,01,060	37,05,278	5·50	23,17,307	+13,87,971	189	41·52
1907 .	763·54	7,19,99,253	75,39,243	42,21,002	+25,044	2,04,275	40,41,771	5·61	23,80,668	+16,61,103	192	43·68
1908 .	774·69	7,33,81,580	81,68,953	44,81,501	—45,015	1,58,939	42,77,547	5·83	24,68,465	+18,09,082	204	45·14
1909 .	774·69	7,42,61,067	75,53,873	40,09,582	—31,817	58,411	39,19,354	5·28	24,73,136	+14,46,218	188	46·92
1910 .	776·13	7,46,12,530	83,14,066	48,01,820	—58,810	2,01,276	45,41,734	6·09	24,92,047	+20,49,687	206	42·24
1911 .	769·04	7,56,16,782	89,15,376	52,68,260	—41,140	2,35,109	49,92,011	6·60	25,53,319	+24,38,692	223	40·91

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. BENGAL DOOARS RAILWAY SYSTEM.

Chairman—Robert Miller, Esq.

Offices—210-216 Gresham House, Old Broad Street, London, E. C.

Lines comprised in the system—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(*a*) Bengal Dooars railway (3′ 3⅜″ gauge)	36·40
(*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)	116·56
Total	152·96

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (*a*) Bengal Dooars railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line— East Bank of the Teesta to Dam Dim	15-1-93	31·00	31·00	
Branch— Lataguri to Ramshai	11-6-93	5·40	5·40	
				36·40

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreements and contracts—

Agreement, dated the 27th April 1891 (called the principal contract), *between the Secretary of State and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the construction, maintenance, management and working of the Bengal Dooars Railway Company's original line, including the ferries connected therewith.

Agreement, dated the 27th April 1891, *between the District Board of Jalpaiguri and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the payment of a subsidy by the Board to the Company.

Contract, dated the 2nd March 1898 (supplemental to the contract of 1891), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the construction, management, maintenance, and working of certain extensions of the Company's then existing railways.

Contract, dated the 27th September 1900 (supplemental to that of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Hantupara.

Contract, dated the 7th November 1901 (supplemental to those of 1898 and 1900), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Bagrakote.

Contract, dated the 16th April 1903 (supplemental to the contract of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Main provisions of agreements and contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Original line: The District Board of Jalpaiguri pay to the Company, out of the District Fund, an annual subsidy of such amount, not exceeding Rs. 4,000, as may be required to make up the net profits in each year to 5 per cent on the capital sum expended.

Original line *and* Extensions: *Nil.* (It is, however, provided that, on the request of the Company, the Government shall take over the original line and extensions, and shall work and maintain them through the agency of the Eastern Bengal railway, at 40 per cent of the gross receipts in each half-year, paying the remaining 60 per cent over to the Company.)

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \& (b)}$. **BENGAL DOOARS RAILWAY SYSTEM—*contd.***

13 (*a*) **Bengal Dooars railway** (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contracts—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The whole of the profits go to the Company. (If, on a request made by the Company, the lines be worked by the Eastern Bengal railway the Government retain in each half-year 40 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of the income tax payable to Government).

(v) *Rates and fares.*—Original line, and extensions from (*a*) Mal Bazar to Hantupara and (*b*) Dam Dim to Bagrakote: Certain maxima and minima have been fixed. If the gross receipts of the original line and the extensions to Hantupara and Bagrakote, and the Daling coal-fields, shall in one year have reached 12 per cent on the combined capital outlay of those lines, Government may reduce maxima by a figure up to 25 per cent, except in the case of certain special rates for food grains, salt, coal for construction, working or maintenance, and construction and revenue stores (excluding coal), and fares chargeable for third class passengers.

Extension from Barnes Junction to Lalmanirhat: Certain maxima and minima have been fixed within which rates may be varied.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails to be carried under the same terms and conditions as mails were at the date of contract of 1891 being carried on the Eastern Bengal railway, the Government having power to fix the timing of one train each way daily for the carriage of mails. Postal officials travelling on duty to be given free passes.

(*b*) Government bullion and coin, and the persons in charge thereof. — Not specified.

(vii) *Power of the Government to determine contract.*—If the Company fail to work the Original line and the Extensions for six consecutive months, the Government may determine the contract by paying to the Company a sum equal to their actual expenditure up to the date of notice.

The Secretary of State has the right to purchase the Original line and the Extensions on the 31st December 1919, and at the end of any succeeding seventh year, by giving 12 months' previous notice. In the event of such purchase the price to be paid for the Original line is to be a cash payment of one and two-fifths of the amount of the invested capital liabilities of the Company; while the price for the Extensions is to be a cash payment in England in sterling of a sum equal to 25 years' purchase of the average of the net earnings of the Extensions during the last preceding 5 years, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure and capital liabilities of the Company in sterling as expended on the Extensions or incurred with the sanction of the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

Statistics of working—

	Table I.								Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Subsidy from District Board. (7)	Total income. (8)	Percentage of total income on total capital outlay given in column (3). (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893	36·40	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12	69	49·80
1894	36·40	22,84,223	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74	109	49·20
1895	36·40	23,26,476	2,53,537	1,27,459	5·48	4,000	1,31,459	5·65	125	49·73
1896	36·40	24,33,213	2,70,451	1,31,814	5·42	...	1,31,814	5·42	136	51·26
1897	36·40	25,78,562	2,86,407	1,45,289	5·63	...	1,45,289	5·63	145	49·27
1898	36·40	26,68,050	2,69,089	1,14,620	4·30	4,000	1,18,620	4·45	135	57·40
1899	36·40	26,26,748	2,73,038	1,18,417	4·51	4,000	1,22,417	4·66	137	56·63
1900	36·40	26,42,695	3,32,739	1,89,460	7·17	...	1,89,460	7·17	168	43·06
1901	36·40	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67	156	43·27
1902	36·40	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47	144	37·27
1903	36·40	26,95,547	3,11,131	2,24,952	8·35	...	2,24,952	8·35	158	27·70
1904	36·40	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63	175	25·88
1905	36·40	27,26,891	3,70,343	2,49,598	9·15	...	2,49,598	9·15	196	32·60
1906	36·40	27,33,098	4,08,623	2,96,703	10·86	...	2,96,703	10·86	216	27·39
1907	36·40	27,56,535	4,20,705	2,84,722	10·33	...	2,84,722	10·33	222	32·32
1908	36·40	27,79,347	4,37,252	3,34,102	12·02	...	3,34,102	12·02	231	23·59
1909	36·40	28,40,524	4,46,811	3,54,527	12·48	...	3,54,527	12·48	236	20·65
1910	36·40	29,73,769	4,86,375	3,73,343	12·55	...	3,73,343	12·55	257	23·24
1911	36·40	31,18,394	4,94,386	3,86,765	12·40	...	3,86,765	12·40	261	21·76

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{M}}{\text{Sub-heads (a) \& (b)}}\frac{\text{ea 13}}{}$. **BENGAL DOOARS RAILWAY SYSTEM—*concld.***

13 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Eastern extension—				
Mal to Chalsa	1-4-01	5·40		
Chalsa to Chengmari	1-1-03	13·45		
Chengmari to Dalgaon	23-3-03	15·84		
Dalgaon to Madarihat	14-6-03	9·31		
			44·00	
Southern extension—				
Barnes Junction to Baura	20-4-00	23·30		
Baura to Bhotemari	21-10-00	16.70		
Bhotemari to Lalmanirhat	20-11-00	20·80		
			65·80	
Western extension—				
Dam Dim to Oodlabari	1-5-01	3·30		
Oodlabari to Bagrakote	1-1-02	3·46		
			6·76	
				116·56

Details of construction—

Permanent-way.—The line has been laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Contracts—

As noted under 13 (*a*), Bengal Dooars railway (3′ 3⅜″ gauge).

Statistics of working—

Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1900	66·00	47,11,632	16,191	...	...	The net earnings for 1900, 1901, 1902 and 1st half of 1903 were credited to interest on capital during construction.	14	72·32
1901	74·30	62,26,954	1,76,389	...	...		47	60·92
1902	77·76	72,66,165	2,53,634	...	...		63	65·99
1903	116·56	80,10,365	3,46,666	79,199	0·99		61	69·78
1904	116·56	84,97,572	4,15,179	1,08,680	1·28		68	73·85
1905	116·56	87,92,080	5,12,343	1,97,824	2·25		85	61·39
1906	116·56	89,99,516	5,83,852	2,91,256	3·24		96	50·10
1907	116·56	90,70,826	6,04,133	1,43,585	1·58		99	76 23
1908	116·56	90,88,887	6,19,972	3,14,228	3·46		102	49·31
1909	116·56	91,36,146	6,08,419	3,14,641	3·44		100	48·28
1910	116·56	92,06,724	6,58,433	3,45,725	3·75		109	47·49
1911	116·56	93,43,461	7,07,730	3,60,021	3·85		117	49·13

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ and } (b)}$. **BHAVNAGAR RAILWAY SYSTEM—**

Lines comprised in the system.—The Bhavnagar railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bhavnagar railway (3′ 3⅜″ gauge)	157·95	14·61	172·56
(*b*) Dhrangadra railway (3′ 3⅜″ gauge)	20·83	...	20·83
Total	178·78	14·61	193·39

14 (*a*) Bhavnagar railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—					
Bhavnagar Docks to Wadhwan Junction	20-12-80	*105·03	105·03		*Includes 1·03 miles of Dock estate line which is worked for goods traffic only.
Branches—					
Dhasa branch—					
Dhola to Dhasa	19-1-81	15·20			
Dhasa to Liliamota	1-10-11	20·80	36·00		
Palitana branch—					
Sihor to Palitana	16-11-10	16·92	16·92		
				157·95	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Liliamota to Savar Kundla (sanctioned on 23rd February 1910).	...	14·61	14·61	14·61	
				172·56	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers. During the year 1910, 40 miles of the Bhavnagar-Wadhwan section have been renewed with 50-lb. rails from Bhavnagar Terminus to mile 41.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—On the main line the ruling gradient is 1 in 200, except for about 10 chains near the Rampur Bhogawa bridge where it is 1 in 100. Between Sihor and Palitana and Dhasa and Liliamota it is 1 in 100.

Agreement—

This line was constructed by Government Agency for the Native State of Bhavnagar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911 . . .	157·95	99,35,784	14,58,671	9,07,436	10·13	178	37·79

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) and (b)}}$. **BHAVNAGAR RAILWAY SYSTEM—*concld.***

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Wadhwan Junction to Dhrangadra	1-6-98	20·83	20·83

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Agreement—

This line was constructed for the Native State of Dhrangadra (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Bhavnagar railway under a provisional agreement, dated the 22nd February 1911, *between the Bhavnagar and Dhrangadra States,* as to the maintenance, management and working of the Dhrangadra railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Dhrangadra Durbar free of cost.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Forty per cent of gross earnings (subject to a biennial revision), *plus* 5 per cent for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations. The forty per cent is subject to reduction to 35 per cent when the earnings per mile per week exceed Rs. 50.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, officials and Government stores.—
(*b*) Bullion and coin.— } The same as for the time being in force on the Bhavnagar railway.

(vii) *Power of Government to determine agreement.*—Not specified.

(viii) *Power of Durbar to determine agreement.*—
(ix) *Power of Bhavnagar railway to determine agreement.*— } Not specified pending new agreement.

(x) *Term of agreement.*—To be fixed hereafter.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907).—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . . .	20·83	5,85,911	37,731	8,075	1·38	35	78·60
1903 . . .	20·83	5,86,639	43,058	11,713	2·00	40	72·80
1904 . . .	20·83	5,87,117	47,516	15,446	2·63	44	67·49
1905 . . .	20·83	5,86,695	49,042	13,375	2·28	45	72·73
1906 . . .	20·83	5,86,791	65,121	25,707	4·38	60	60·52
1907 . . .	20·83	5,87,610	66,614	24,953	4·25	61	62·54
1908 . . .	20·83	5,85,164	53,131	17,756	3·03	49	56·58
1909 . . .	20·83	5,85,705	60,202	18,564	3·17	56	67·50
1910 . . .	20·83	5,86,796	83,692	34,203	5·83	77	59·13
1911 . . .	20·83	5,85,335	93,689	43,546	7·44	86	53·51

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—**

Chairman.—Lieut.-Colonel Alfred Glynn Begbie.
Managing Director.—Walter Home, Esq., C.I.E.
Offices.—199, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3⅜″ gauge)	1,341·85	...	1,341·85
(*b*) Burma railways extensions (3′ 3⅜″ gauge)	186·93	66·25	253·18
(*c*) Southern Shan States railway (3′ 3⅜″ gauge)	...	100·00	100·00
Total	1,528·78	166·25	1,695·03

15 (*a*) Burma railways (3′ 3⅜″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3⅜″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
IRRAWADDY SECTION—					
Rangoon to Prome	2-5-77	161·00	161·00		
SITTANG SECTION—					
Main Line—					
Rangoon to Pegu	4-2-84	46·25			
Pegu to Pyuntaza	4-2 84	41·75			
Pyuntaza to Nyaunglebin	4-2-84	5·00			
Nyaunglebin to Toungoo	1-7-85	73·00	166·00		
Branches—					
Suburban lines	1-3-80 / 15-7-90	6·00 / 3·00			
Malagon to Banktaw	25-8-11	1·70	10·70		
MANDALAY SECTION—					
Main Line—					
Toungoo to Pyinmana	1-5-88	59·00			
Pyinmana to Yamethin	15-11-83	49·00			
Yamethin to Mandalay	1-3-89	112·00	220·00		
Branches—					
Myingyan branch—					
Thazi to Meiktila	10-5-98	12·89			
Meiktila to Myingyan	15-11-99	57·21	70·10		
Mandalay Shore branch—					
Mandalay to Mandalay shore	13-4-89	*2·50	2·50		*Worked for goods traffic only.
MU VALLEY SECTION—					
Main line—					
Sagaing to Shwebo	1-7-91	53·05			
Shwebo to Wuntho	4-4-92	99·46			
Wuntho to Nankan	1-11-94	15·46			
Nankan to Mohnyin	21-10-95	74·35			
Mohnyin to Mogaung	1-3-96	52·34			
Mogaung to Myitkyina	1-1-98	36·63	331·29		
Branches—					
Alon branch—					
Sagaing to Alon	15-4-00	70·46	70·46		
Myohaung branch—					
Myohaung to Amarapura shore	22-11-91	6·00	6·00		
Katha branch—					
Naba to Katha	2-10-95	15·00	15·00		
MANDALAY-KUNLONG SECTION—					
Myohaung to Sedaw	1-1-98	13·45			
Sedaw to Maymyo	1-4-00	26·10			
Maymyo to Nawnghkio	20-5-00	34·10			
Nawnghkio to Hsipaw	1-6-01	53·25			
Hsipaw to Lashio	1-3-03	50·94	177·84		
Carried over	...	...	...	1,230·89	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

15 (*a*) Burma railways (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Brought forward	...	...	...	1,230·89	
BASSEIN-HENZADA-LETPADAN SECTION—					
Suburban line at Bassein	15-1-04	3·18			
Bassein to Henzada	15-12-02	82·25			
Henzada to Henzada shore	20-3-03	2·46			
Tharawaw branch—					
Letpadan (on Irrawaddy line) to Tharawaw on the east bank of the Irrawaddy river	20-3-03	23·07			
			110·96	110·96	
TOTAL, OPEN MILEAGE	...	...	...	1,341·85	
DOUBLE LINE—MAIN LINE AND BRANCHES—					
Rangoon to Wanetchaung—					
Rangoon to Kemmendine	30-10-89	3·50			
Kemmendine to Insein	10-1-90	5·50			
Insein to Hlawga	25-8-05	7·92			
Hlawga to Mogyobyit	1-10-07	3·25			
Mogyobyit to Hmawbi	23-11-07	4·13			
Hmawbi to Wanetchaung	14-2-08	5·00			
			29·30		
Rangoon to Pegu—					
Rangoon to Pazundaung	1-6-01	0·70			
Pazundaung to Thingangyun	19-4-05	3·40			
Thingangyun to Togyaunggale	2-1-10	2·71			
Togyaunggale to Tewainggyi	30-11-07	4·08			
Tewainggyi to Ledaunggan	23-11-07	4·71			
Ledaunggan to Dabein	10-1-08	6·69			
Dabein to Tongyi	3-1-10	7·75			
Tongyi to Kyauktan	4-1-09	4·06			
Kyauktan to Payathonzu	15-2-09	8·26			
Payathonzu to Pegu	4-1-09	3·51			
			45·87		
Pegu to Pyuntaza—					
Pegu to Shwehle	10-8-11	5·57			
Shwehle to Payagyi	26-5-11	4·91			
Payagyi to Pyinbongyi	22-5-11	7·83			
Pyinbongyi to Kadok	1-8-11	6·25			
Kadok to Paungdawthi	2-10-11	4·73			
Paungdawthi to Deiku	26-5-11	5·30			
Deiku to Pyuntaza	3-8-11	6·73			
			41·32		
Myohaung to Mandalay	3-10-99	2·45			
			2·45		
TOTAL DOUBLE LINE	...	...	...	118·94	

Details of construction—

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41¼-lb. flat-footed steel. The sleepers throughout are of teak, Tasmanian, and Australian jarrah and pynkado, the last named largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Lashio, Myingyan and the Sagaing-Alon branches are unfenced.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Thazi-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, the Katha branch and the Nankan-Mohnyin section, of 573 feet.

Gradients.—The ruling gradient on the main line from Prome to Mandalay is 1 in 200 uncompensated; on the Mu Valley section, from Sagaing to Gyodaung 1 in 200 uncompensated and from Gyodaung to Myitkyina, 1 in 100 uncompensated, except on the section, from Mawhan to Mohnyin where the grade is 1 in 60 uncompensated. On the Lashio branch it is 1 in 25 compensated between Sedaw and Maymyo, and 1 in 40 compensated, between Maymyo and Lashio; on the Myingyan branch, 1 in 100 uncompensated; on the Sagaing-Alon branch 1 in 150 uncompensated; and on the Katha branch 1 in 50 uncompensated.

Contracts—

Dated the 9th March 1897 (called the principal contract), *between the Secretary of State and the Burma Railways Company*, as to taking over the Burma railways, the construction of other railways, and their maintenance, management and working.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads } (a) \text{ to } (c)}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 6th February 1902 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the issue of debenture stock of £1,250,000.

Dated the 5th May 1903 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Dated the 22nd February 1907 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Dated the 23rd February 1907 (supplemental to the contracts of 1897, 1902 and 1903), *between the Secretary of State and the Burma Railways Company*, regarding advances of capital amounting to Rs. 85 lakhs in 1903 to 1906.

Dated the 21st March 1907 (supplemental to the contracts of 1897, 1902, 1903 and the 22nd and 23rd February 1907), *between the Secretary of State and the Burma Railways Company*, as to the issue of further debenture stock of £1,000,000 and determination of the principal contract of 1897 (superseded by the contract of 9th June 1909).

Dated the 9th June 1909 (supplemental to the contracts of 1897, 1902, 1903 and the 22nd and 23rd February 1907 and 21st March 1907), *between the Secretary of State and the Burma Railways Company*, as to the conditions on which the Company was authorised to increase its share capital by £1,000,000, and other matters.

Main provisions of contracts—

(i) *Land.*—To be provided by Government at the cost of capital, subject, as regards land outside British territory, to the condition that it can be acquired on reasonable terms.

(ii) *Government aid.*—The Government undertakes to pay interest—

(*a*) at 2½ per cent per annum on the Company's share capital of £2,000,000 raised under the contract of the 9th March 1897 (with an additional ¼ per cent per annum up to and inclusive of the 1st July 1901);

(*b*) at 3 per cent per annum on £1,250,000 raised by the Company by the issue of debenture stock under the contract of the 6th February 1902; and

(*c*) at 2½ per cent per annum on the Company's additional share capital of £1,000,000 (excluding the premium thereon which realized £20,000) raised under the contract of the 9th June 1909.

(iii) *Distribution of profits.*—The net receipts of each year are applied in payment to Government of—

(*a*) interest at 3 per cent per annum on the Company's debenture stock of £1,250,000;

(*b*) interest at 2½ per cent per annum on the Company's share capital of £3,000,000 and

(*c*) interest at 2½ per cent per annum on the Government capital.

The surplus profits, after allowing for interest in any year ending on a 30th June, are to be divided in the ratio of the Government and Company's capital, which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, respectively, and works out to $\frac{23}{35}$ths to the former and $\frac{12}{35}$ths to the latter.

(iv) *Rates and fares.*—Maxima and minima for the different classes and descriptions of services and terminals to be approved by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on other metre gauge State railways, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved by the Government.

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous notice, determine the contract as to the Company's undertaking on the 31st December 1928, or on the 31st December 1935, or on the 31st December 1941, or on the 31st December of any succeeding tenth year. On the determination of the contract from any cause, the Government is to repay to the Company in sterling at par the capital raised by the latter, and also to take over the liability of the Company in respect of the debenture stock.

As to the determination of the contract of the 22nd February 1907, as to the construction and working of new branches, see 15 (*b*), Burma railways extensions (3′ 3⅜″ gauge).

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1897 will be found in Appendix 38 to the Report for 1907)—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897.	886·50	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,13,696*	—62,697	188	55·25
1898.	936·13	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,94,988	—3,56,364	185	57·87
1899.	993·34	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	—4,24,737	179	59·45
1900.	1,124·00	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,384	+6,23,414	196	55·62
1901.	1,177·70	11,99,22,408	1,18,85,329	49,89,656	4·16	40,41,108	4,38,924	+5,09,624	198	58·02
1902.	1,260·50	12,70,23,590	1,25,02,671	52,72,683	4·15	43,94,823	4,49,065	+4,28,795	203	57·83
1903.	1,336·97	13,01,31,876	1,36,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	198	61·66
1904.	1,340·15	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	217	56·49
1905.	1,340·15	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906.	1,340·15	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,499	5,28,858	+7,19,556	226	62·74
1907.	1,340·15	14,50,55,112	1,66,16,416	59,31,463	4·09	43,49,484	5,21,825	+10,60,154	238	64·30
1908.	1,340·15	15,13,95,482	1,79,07,641	71,74,075	4·74	46,94,333	7,61,052	+17,18,690	257	59·94
1909.	1,340·15	15,50,28,745	1,83,49,539	66,59,920	4·30	44,55,997	9,70,207	+12,33,716	263	63·70
1910.	1,340·15	16,04,60,604	1,85,32,674	71,60,233	4·46	49,39,611	11,39,494	+10,81,128	266	61·36
1911.	1,341·85	16,48,65,768	1,92,44,330	66,72,090	4·05	49,91,981	9,71,526	+7,08,583	276	65·32

* From 1st September 1896 to 31st December 1897.

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Pegu-Moulmein extension—				
Pegu to Moulmein	25-9-07	121·27	121·27	
Henzada-Kyangin extension—				
Henzada to Danbi	1-7-07	13·50		
Danbi to Kyangin	14-12-08	52·16	65·66	
TOTAL OPEN LINES	...	...	...	186·93
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Neikban to Begayet (sanctioned on 1st June 1906)	...	66·25	66·25	66·25
GRAND TOTAL	...	...	...	253·18

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails laid principally on pynkado and Tasmanian sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Kyangin section is 1,432 feet.

Gradients.—The ruling gradient is 1 in 300 uncompensated.

Contract—

Dated the 22nd February 1907 (supplemental to the contracts of 1897, 1902 and 1903, noted under 15 (*a*), Burma railways proper), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—*concld.***

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract —

(i) *Land.*—As under 15(*a*), Burma railways (3′ 3⅜″ gauge.

(ii) *Government aid.*—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Separate half-yearly accounts are kept for (*a*) the whole of the Company's system and (*b*) for each of the extensions, except in regard to the Revenue Abstracts B to G inclusive and sub-head 1 of Abstract A which are for the system as a whole. The total working expenses of the whole system, including the first bonus of 50 per cent payable on deposits in the Railway Provident Fund, are divided between each of the extensions and the rest of the Company's system in the ratio of their respective gross earnings, and the share of expenses so attributed, together with the maintenance expenditure relating exclusively thereto under sub-heads II to VII of Abstract A, are deemed to be the actual working expenses of each. After deducting from the gross earnings the working expenses so arrived at, the balance forms the net earnings. From the net earnings are deducted such sums as may under the rules be payable to the Company's Provident Institution as a second bonus, and the remainder constitutes the "net revenue receipts".

The net revenue receipts for each complete year running from the 1st July to the 30th June are applied in payment of interest at 3½ per cent per annum on the total capital outlay on each extension (including the value of land), and the mileage share of interest on the main line stores and stores suspense balances ; and the residue, if any, is divided between the Government and the Company in the proportion of ¾ths to the former and ¼th to the latter.

(v) *Rates and fares.*—As under 15(*a*), Burma railways (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Bullion, coin and the persons in charge thereof.— } As under 15(*a*), Burma railways (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*— } The contract may be determined on twelve months' notice given by either party to the other on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the extensions, or on the 30th June of any subsequent fifth year. If the principal contract [noted under 15(*a*), Burma railways (3′ 3⅜″ gauge)] shall at any time be determined by virtue of its provisions, then this contract shall also thereupon cease and determine. On the failure by the Company effectually to remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice of such determination.

Upon the determination of the contract the Company shall give possession to the Government of the new lines, all property belonging thereto and all moneys then payable, after which the Government shall indemnify the Company against all debts and liabilities as may have been incurred and be then subsisting on account of the new lines.

(ix) *Term of contract* [*If not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907 .	134·77	1,64,71,233	1,68,518	70,441	0·43	2,10,263	...	—1,39,822	82	58·20
1908 .	186·93	1,99,85,700	9,01,008	4,55,558	2·23	6,96,054	...	—2,40,496	93	49·44
1909 .	186·93	2,11,46,631	11,19,902	4,27,510	2·02	6,97,884	...	—2,70,374	115	61·83
1910 .	186·93	2,13,87,484	12,92,969	4,75,061	2·22	7,10,276	...	—2,35,215	133	63·26
1911 .	186·93	2,15,43,179	14,26,979	5,23,234	2·43	7,28,480	...	—2,05,246	147	63·33

15 (*c*) Southern Shan States railway (3′ 3⅜″ gauge)—

This is a State line and has been sanctioned for construction by the Burma Railways Company.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Thazi to Yawnghwe (sanctioned on 23rd July 1909)	...	100·00	100·00

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—**

Chairman.—The Lord Ribblesdale.
Secretary.—S. Maclean Jack, Esq.
Offices.—Blomfield House, 85, London Wall, London, E.C.

Lines comprised in the system.—The Dibru-Sadiya railway system is made up of—

	Miles.
(*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)	86·02
(*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3¾″ gauge)	5·50
Total	91·52

16 (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh Bazar, eastward as far as the Dinjan stream	15-8-82	15·00		
Dinjan stream to Makum Junction	16-7-83	23·50		
Makum Junction to Dihing bridge	2-5-84	23·00		
			61·50	
Saikhoa Ghat branch—				
Makum Junction to Dum-Duma	2-5-84	10·00		
Dum-Duma to Talap	5-2-85	6·00		
Talap to Saikhoa Ghat	1-5-10	8·52	24·52	
				86·02

Details of construction—

Permanent-way.—The main line is laid for 5 miles with 60-lb. and for the remainder of its length with 50-lb. flat-footed steel rails on sâl and uriam sleepers and cast iron plates of the Denham-Olpherts' type. The Dum-Duma-Talap section of the Saikhoa Ghat branch is laid with 41¼-lb. flat-footed steel rails on uriam sleepers and the Talap-Saikhoa Ghat section is laid for 3½ miles with 50-lb. rails and for the remainder with 41¼-lb. rails, all on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150 on the main line and 1 in 100 on the Saikhoa Ghat branch.

Contracts—

Dated the 26th May 1880, *between the Secretary of State and the Assam Railway Company*, subsequently called the Assam Railways and Trading Company, as to the construction, maintenance, management and working of the Dibru-Sadiya railway with branches, as modified by—

Letter *from the India Office to the Company's London Board*, No. 2193, dated the 13th December 1898, and

Letter *from the India Office to the Company's London Board*, No. 2731, dated the 23rd December 1901.

Dated the 25th July 1881, *between the Secretary of State and the Assam Railways and Trading Company*, modifying the contract of 1880 and providing that the Company shall have the preferential option for the construction and working of any other line(s), in the Luckimpore District—an option which has since been surrendered in consideration of an undertaking by the Secretary of State that the Government right of purchase shall not be exercised until after 1910, *vide* letter from the India Office to the Company's London Board, No. 2193, dated the 13th December 1898.

Letter No. $\frac{923}{1758}$ P.W., dated the 31st March 1905, *from the Honourable the Chief Commissioner of Assam to the Government of India in the Department of Commerce and Industry.*
Telegram No. R. P. 5, dated the 11th May 1905, *from the Railway Board to the Honourable the Chief Commissioner of Assam.*
} As to the construction of the extension from Talap to Saikhoa Ghat.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Annual subsidy for 20 years from date of opening, not exceeding Rs. 80,000 in any one year, or such smaller sum as, added to net earnings, will make up 5 per cent on paid-up capital (exclusive of cost of Makum Branch).

Annual subsidy on Makum Branch for 20 years from date of opening, not exceeding Rs. 20,000 in any one year, or such smaller sum as, added to the net earnings of the branch, will make up 5 per cent on the capital cost.

Annual subsidy on the Talap-Saikhoa Ghat extension for 10 years from date of opening at the rate of Rs. 600 per mile.

The subsidies are subject to deduction if the Company fail to keep the line in good order and properly equipped, and to work it.

(*Note.*—The period of subsidy, for the whole line, terminated as from the 30th June 1903, *vide* letter from the Chief Commissioner of Assam in the Public Works Department, to the Examiner of Public Works Accounts, Assam, No. 1739-P. W./2898, dated the 11th June 1894.)

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

16 (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(iii) *Distribution of profits.*—All the profits go to the Company.

(iv) *Rates and fares.*—To be approved by the Government. If, after five years from the date of opening of the main line, the net profits of the Company exceed 12 per cent of their paid-up capital, the Government may require the Company to make such reduction in their rates and fares as shall not lead to a diminution of the net profits below 12 per cent.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed at rates to be agreed upon from time to time, not exceeding those now paid in the district concerned.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—If the Company fail, for a period extending over six months, to observe its obigations, the Government may determine the contract and call upon the Company to restore the land, &c., made over to it.

Under the contract the Government has the option of purchasing the railway, and its rolling-stock and other equipments and property of the Company, at intervals of five years commencing with the expiration of the first five years from the date of opening, on giving one year's notice and paying 20 per cent in excess of the value of the property as a dividend-paying investment.

Note.—It has been agreed, however, that the right of purchase shall not be exercised before 1921, and that the subsequent opportunities of purchase shall recur at intervals of ten years instead of five—*vide* India Office letter to the Company's London Board, No. 2731, dated the 23rd December 1901.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under (vi) or (vii)].*—None specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907).—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1902 .	77·50	82,00,694	8,51,880	4,11,187	5·01	...	4,11,187	5·01	211	51·73
1903 .	77·50	82,32,314	9,16,778	4,57,974	5·56	...	4,57,974	5·56	227	50·05
1904 .	77·50	87,01,363	9,48,473	4,21,317	4·84	...	4,21,317	4·84	235	55·58
1905 .	77·50	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95	237	54·73
1906 .	77·50	88,18,873	10,08,281	4,03,634	4·63	...	4,08,634	4·63	250	59·47
1907 .	77·50	89,99,076	10,39,442	3,90,987	4·34	...	3,90,987	4·34	258	62·39
1908 .	77·50	93,24,383	10,24,770	4,47,121	4·80	...	4,47,121	4·80	254	56·37
1909 .	77·50	95,64,604	11,09,679	4,84,171	5·06	...	4,84,171	5·06	275	56·37
1910 .	86·02	97,16,646	11,20,604	4,46,417	4·59	...	4,46,417	4·59	278	60·16
1911 .	86·02	1,03,06,044	11,88,873	4,30,708	4·18	5,112	4,35,820	4·23	266	63·77

16 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Dihing Bridge to Ledo	17-2-84	5·50	5·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*concld.***

16 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.
Ballast.—The line is ballasted with broken stone.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 800 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 30th July 1881, *between the Secretary of State and the Assam Railways and Trading Company*, as to rights for coal and iron mining in the Makum coal-fields and the construction of a railway or tramway to the Makum coal-fields or other coal-pits so as to effect a junction with the railways which may be constructed to the bank of the Dihing river, as supplemented by the letter *from the Government of India* in the Public Works Department, No. 623-R.T., dated the 6th August 1896, as to the carriage of goods over the Company's Colliery line and for the through booking of the same with stations on the Dibru-Sadiya railway.

Main provisions of contract—

(i) *Land.*—Leased to the Company at a fixed half-yearly rental, or in lieu of such rent a certain royalty on the out-put of coal and iron ore.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*— } The colliery railway to be charged with 5 per cent of its gross
(iv) *Distribution of profits.*— } earnings for the use of rolling-stock. All charges for working the open line system are divided between the Dibru-Sadiya railway and the Colliery Branch in proportion to their respective gross earnings.

(v) *Rates and fares.*—Certain station to station goods rates have been approved in the Government of India letter noted above.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not specified.
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contract.*—The coal concession, within an area of 30 square miles, is for a term of 20 years from 30th July 1881, and within an area of at least 4 square miles for a further term of 30 years thereafter if the Company fulfil their obligations.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907).—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	11·00	16,53,446	58,259	438	0·03	102	99·25
1903	11·00	16,62,082	59,077	—8,208	...	103	113·89
1904	8·50	16,62,082	66,108	13,158	0·79	127	76·55
1905	8·50	16,78,156	59,439	27,210	1·62	134	54·22
1906	8·50	16,83,031	65,115	25,052	1·49	147	61·53
1907	8·50	16,94,069	60,036	22,762	1·34	136	62·09
1908	8·50	16,94,069	69,175	30,486	1·80	156	55·93
1909	5·50	16,94,069	79,905	34,891	2·06	219	56·33
1910	5·50	16,94,069	80,288	32,441	1·91	281	59·61
1911	5·50	16,94,069	83,118	30,429	1·80	291	63·39

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) and (b)}}$. **GONDAL-PORBANDAR RAILWAY SYSTEM—**

Lines comprised in the system.—The Gondal-Porbandar railway system is made up of—

	Miles.
(*a*) Gondal-Porbandar railway (3′ 3⅜″ gauge)	148·01
(*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)	46·21
Total	194·22

17 (*a*) Gondal-Porbandar railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—					
Dhasa to Dhoraji	19-1-81	73·69			
Dhoraji to Porbandar	17-12-89	69·07			
Porbandar to Porbandar Bandar	15-3-90	*1·55	144·31		*Is worked for goods traffic only.
Quarry branch—					
Ranawao to quarry	17-12-89	*3·70	3·70		
				148·01	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar, jodka, teak and steel pea-pod sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on Ranawao quarry line where it is 1 in 150.

Agreement—

This line was constructed by Government agency for the Native States of Gondal and Porbandar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway by the Coalition of the Gondal and Porbandar States.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	148·01	66,86,311	9,27,350	5,15,341	771	120	44·43

17 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Jetalsar to Rajkot Junction	12-4-93	46·21	46·21

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) and (b)}}$. **GONDAL-PORBANDAR RAILWAY SYSTEM—*concld.***

17 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles, where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

This line was constructed and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Administration of the Gondal-Porbandar railway under the terms previously subsisting with the late Bhavnagar-Gondal-Junagad-Porbandar railway system, subject to such alterations as may subsequently be agreed to and embodied in an agreement *between the Proprietors of the Gondal-Porbandar railway and the Syndicate of the Jetalsar-Rajkot railway*, as to the maintenance, management and working of the Jetalsar-Rajkot railway.

Main provisions of agreement.—

(i) *Land.*—Provided, at the cost of capital, by the Native States through whose territories the line passes.

(ii) *Government aid.*—Nil. The line is the property of the States of Junagad, Gondal, Rajkot and Jetpur, who supply funds for any necessary additions thereto chargeable to the capital account. It is maintained and worked by the agency of the Gondal-Porbandar railway, who provide the rolling-stock and other appliances, etc., necessary thereunto.

(iii) *Terms of working.—*
(iv) *Distribution of profits.—* } 40* per cent. of gross earnings (subject to a biennial revision) are retained by the working agency, *plus* actual expenditure on maintenance of way and works and stations, police and magisterial charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

* 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.

(v) *Rates and fares.—*
(vi) *Special obligations as to the conveyance of.—*
(*a*) Troops, police, high Government officials and stores.—
(*b*) Bullion and coin.— } The same as those in force on Gondal-Porbandar railway.

(vii) *Power of the Government to determine agreement.—*
(viii) *Power of the Proprietors to determine agreement.—* } Not specified.

(ix) *Term of agreement.*—7 years from the 27th July 1911.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907).—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles	Rs.	Rs.	Rs.		Rs.	
1902 . .	46·21	15,78,583	1,44,317	54,485	3·45	60	62·25
1903 . . .	46·21	15,78,658	1,66,400	63,230	4·01	69	62·00
1904 . . .	46·21	15,78,655	1,88,439	69,248	4·39	78	63·25
1905 . . .	46·21	15,80,207	1,91,155	74,882	4·74	80	60·83
1906 . . .	46·21	15,82,472	1,83,261	65,653	4·15	76	64·18
1907 . . .	46·21	15,99,904	2,38,823	1,07,094	6·69	99	55·16
1908 . . .	46·21	16,00,937	2,49,957	1,11,178	6·94	104	55·52
1909 . . .	46·21	16,03,140	2,44,104	1,01,808	6·35	102	58·29
1910 . . .	46·21	16,13,883	2,74,868	1,24,701	7·73	114	54·63
1911 . . .	46·21	16,13,638	2,93,252	1,30,086	8·06	123	55·64

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-head (a)}}$. JAMNAGAR RAILWAY (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
Rajkot Junction to Jamnagar	8-4-97	50·29		
Jamnagar to Bedi Bandar	8-4-97	*3·93	54·22	* Is worked for goods traffic only.

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lbs. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

This line was constructed for the Navanagar State and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways, which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	54·22	23,58,240	1,31,104	53,751	2·28	46	59·00
1903	54·22	23,58,338	1,39,756	60,122	2·55	50	56·98
1904	54·22	23,27,281	1,41,030	56,721	2·44	50	59·78
1905	54·22	23,27,105	1,48,341	62,008	2·66	53	58·20
1906	54·22	23,26,826	1,51,335	60,076	2·58	54	50·30
1907	54·22	23,26,953	2,14,652	1,02,785	4·42	76	52·12
1908	54·22	23,26,945	2,36,715	1,24,911	5·37	84	47·25
1909	54·22	23,24,854	2,37,240	1,15,995	4·99	84	51·11
1910	54·22	23,32,059	2,44,143	1,20,318	5·16	87	50·72
1911	54·22	23,27,124	2,45,850	1,17,260	5·04	87	52·30

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$. JODHPUR-BIKANER RAILWAY SYSTEM.

Lines comprised in the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge).	525·00	...	525·00
(*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)	385·40	85·00	470·40
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge) . . .	123·98	...	123·98
(*d*) Mirpur Khas-Jhudo (3′ 3⅜″ gauge)	50·43	...	50·43
(*e*) Mirpur Khas-Khadro (3′ 3⅜″ gauge)	...	49·50	49·50
Total .	1,084·81	134·50	1,219·31

19 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Kuchaman Road to Merta Road	13-3-93	73·00		
Merta Road to Jodhpur	8-4-91	64·00		
Jodhpur to Luni Junction	9-3-85	20·00		
Luni Junction to Balotra	22-3-87	50·00		
Balotra to Barmer	15-5-99	60·00		
Barmer to the Jodhpur Frontier . . .	22-12-00	74·00		
			341·44	
Branches and extensions—				
Pachpadra branch—				
Balotra to Pachpadra	22-3-87	10·00		
			10·00	
Marwar Railway Junction extension—				
Luni Junction to Marwar Pali	17-6-84	25·00		
Marwar Pali to Marwar Railway Junction . .	24-6-82	19·00		
			44·00	
Merta City branch—				
Merta Road to Merta City	17-1-05	8·95		
			8·95	
Bhagu extension—				
Merta Road to Nagaur	16-10-91	35·00		
Nagaur to Bhagu	9-12-91	24·50		
			59·50	
Marwar Frontier extension—				
Degana to Marwar Frontier	16-9-09	61·11		
			61·11	
				525·00

Details of construction—

Permanent-way.—About 10 miles of line are laid with 36-lb. flat-footed iron rails, 200 miles with 36-lb., 29 miles with 41¼-lb. and 286 miles with 50-lb. flat-footed steel rails. The sleepers are steel trough, deodar, pine and sâl.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements—

Dated the 13th July 1889 } *between the Government of India and the Jodhpur and Bikaner Durbars,*
Dated the 30th July 1889 } *respectively,* as to the construction (at the cost of the two Durbars for the portions in their respective territories), management, maintenance and working of the Jodhpur-Bikaner railway.

Dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner railway, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.S., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

19 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements—

(i) *Land.*—Provided free of cost—that in Jodhpur territory by the Jodhpur Durbar, that in Bikaner territory by the Bikaner Durbar.

(ii) *Government aid.*—Nil. The Jodhpur-Bikaner railway is the exclusive property of the two Native States—the portion in Jodhpur territory belonging to the Jodhpur Durbar, that in Bikaner territory to the Bikaner Durbar—each of which provides the funds requisite for its own line.

(iii) *Distribution of profits.*—Each of the two Durbars receives all the profits derived from the working of the portion of the line situate in its territories.

(iv) *Rates and fares.*—
(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, police, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Not specified; but certain rates and fares were approved by executive order of the Durbars.

(vi) *Power of the Government to determine agreements.*—
(vii) *Power of the Durbars to determine agreements.*—
(viii) *Term of agreements.*—
} Not specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)
	Miles.	Rs.	Rs.	Rs.	
1902 . . .	454·94	1,18,69,424	16,76,216	8,35,202	7·04
1903 . . .	454·94	1,19,31,439	16,34,708	8,91,196	7·47
1904 . . .	454·94	1,21,90,804	16,87,624	9,58,365	7·86
1905 . . .	463·89	1,22,63,774	19,16,254	11,01,294	8·98
1906 . . .	463·89	1,22,77,015	20,91,368	12,23,531	9·97
1907 . . .	463·89	1,27,43,482	21,40,652	11,64,748	9·14
1908 . . .	463·89	1,42,85,467	19,28,235	8,65,023	6·06
1909 . . .	525·00	1,43,06,908	21,10,217	10,19,529	7·13
1910 . . .	525·00	1,44,92,736	26,90,468	15,49,703	10·69
1911 . . .	525·00	1,47,54,392	35,12,004	20,39,445	13·82

TABLE II.

Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
Rs.	
71	50·17
69	45·48
71	43·21
81	42·53
87	41·50
89	45·59
80	55·14
77	51·69
99	42·40
129	41·93

19 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Bhagu to Bikaner	9-12-91	47·60		
Bikaner to Dulmera	2-6-98	42·00		
Dulmera to Lunkransar	1-1-01	8·32		
Lunkransar to Suratgarh		63·53		
Suratgarh to Bhatinda	9-9-02	88·00		
			249·45	
Hissar Extension—				
Marwar Frontier to Sujangarh	16-9-09	1·42		
Sujangarh to Ratangarh	2-2-10	28·56		
Ratangarh to Churu	22-5-10	26·61		
Churu to Hissar	8-7-11	79·36		
			135·95	
				385·40
Under construction or sanctioned for construction—				
Bikaner to Ratangarh (sanctioned on 26th February 1911).	...	85·00	85·00	85·00
Total length open and under construction or sanctioned	...	...	...	470·40

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

19 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails of 50 lbs. per yard for about 142 miles and 36 lbs. per yard for 243 miles laid on steel trough, deodar, sâl and maiyang sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements—

As noted under 18 (*a*), Jodhpur-Bikaner (Jodhpur section) (3′3⅜″ gauge).

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . . .	245·35	52,49,339	3,22,022	1,42,580	2·72	34	55·72
1903 . . .	245·35	51,30,925	5,25,329	2,66,197	5·19	41	49·33
1904 . . .	245·35	50,93,549	7,23,902	4,05,678	7·96	57	43·96
1905 . . .	245·35	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906 . . .	245·35	52,70,205	10,92,839	4,74,514	9·00	86	56·58
1907 . . .	245·35	55,15,481	8,82,608	3,38,372	6·13	69	61·66
1908 . . .	245·35	75,07,922	7,74,735	3,49,359	4·66	61	54·84
1909 . . .	251·35	75,36,367	7,82,156	3,16,844	4·20	60	59·49
1910 . . .	306·04	82,04,896	10,61,570	6,07,372	7·40	67	42·79
1911 . . .	385·40	97,82,232	14,03,926	8,18,468	8·37	70	41·70

19 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	REMARKS.
Hyderabad to Shadipalli	16-8-92	55·49	123·98	The line from Hyderabad to Shadipalli was originally on the 5′6″ gauge, but was converted to, and opened on, the 3′3⅜″ gauge on the 20th October 1901.
Shadipalli to the Jodhpur Frontier . . .	23-12-00	68·49		

Details of construction—

Permanent-way.—The section is laid with 50-lb. flat-footed steel rails on deodar, pine and maiyang sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations and about 9 miles between Shadipalli and Pithoro the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

19 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—*contd.*

Agreement and contracts—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner*, as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana*, No. 255 R.S., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana*, No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana*, No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, *between the Secretary of State and the Sind Light Railways, Limited*, as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, under consideration and not yet executed, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all expenditure for capital, and it is managed, maintained, stocked and worked by the Administration of the Jodhpur-Bikaner railway as part of that system.

(iii) *Terms of working.*—The working expenses of the amalgamated undertaking, excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided, in the ratio of the gross earnings of each, between the British and Native State sections. Maintenance charges are the actual expenditure on each section for *direct* charges; and for *joint* charges such as the salary, allowances and other expenses of the Chief Engineer, the proportion due in the ratio of the gross earnings. In addition to the working expenses mentioned above, the Government pay to the Jodhpur and Bikaner Durbars in each half-year for the provision of rolling-stock a sum equal to 5 per cent of the share of the cost of the whole of the joint stock of the system which is attributable to the Jodhpur-Hyderabad railway—the book value of the stock being divided between the several sections of the system in proportion to the gross earnings of each for the period, for the purpose of determining the amount on which the percentage shall be made.

(iv) *Distribution of profits.*—After payment of the working expenses indicated under (iii), the balance of the gross earnings, if any, is paid to the British Government.

(v) *Rates and fares.*—The schedules of maxima and minima rates and fares, and the classification of goods, in force on the North Western railway are to apply. (As a temporary arrangement, until in the opinion of the Government it is considered desirable to enforce the provisions of the agreement, the classification of goods at that time in force on the Bombay, Baroda and Central India railway, and which was the same as that at the time obtaining on the Jodhpur-Bikaner railway, applies.)

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, police, troops, high Government officials and Government stores.—	To be conveyed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.
(*b*) Government bullion and coin, and the persons in charge thereof—	

(vii) *Power of the Government to determine agreement.*—	The agreement is terminable, only on the 1st January or the 1st June in any year, on 12 months' notice given by either party to the other.
(viii) *Power of the Durbars to surrender agreement.*—	
(ix) *Term of agreement.*—	

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

19 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	Table I.							Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902 . .	123·98	40,45,972	5,04,007	2,18,814	5·41	1,59,771	+59,043	78	56·59
1903 . .	123·98	40,45,338	5,84,094	2,62,379	6·49	1,60,179	+1,02,200	91	55·08
1904 . .	123·98	39,58,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161	101	46·82
1905 . .	123·98	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380	112	49·03
1906 . .	123·98	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160	138	42·57
1907 . .	123·98	40,23,073	8,05,016	3,57,918	8·90	1,21,968	+2,35,950	125	55·54
1908 . .	123·98	42,81,148	7,59,479	3,34,028	7·80	1,49,807	+1,84,221	118	56·02
1909 . .	123·98	42,93,099	8,19,444	2,69,617	6·28	1,41,400	+1,28,217	127	67·10
1910 . .	123·98	42,32,763	9,00,091	3,80,517	8·99	1,42,724	+2,37,793	140	57·72
1911 . .	123·98	42,01,757	12,02,852	6,94,934	16·54	1,42,970	+5,51,964	187	42·23

19 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Jamrao Junction to Jhudo	18-4-09	50·43	50·43

Details of construction—

Permanent-way.—The permanent-way consists of about 34 miles of 36-lb. and about 16·43 miles of 41¼-lb. flat-footed steel rails laid on deodar sleepers of good quality.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,206 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreement and contracts.—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.S., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, under consideration and not yet executed, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts.—

(i) *Land.*—Provided by the Government free of cost to the Company, except that the bank constructed by the Jamrao Canal Department, parallel to and alongside of the Jamrao Canal, upon which the railway runs for a distance of about 16 miles, remains the property of the Canal Department, subject to the right of the Company to have the said railway running thereon and other provisions relating to the canal and bridges thereover, etc.

(ii) *Government aid.*—The railway is the property of the Sind Light Railways, Limited, at whose cost it was constructed by the Administration of the Jodhpur-Bikaner railway, who manage, maintain, stock and work it, under agreement with the Government, in conjunction with and as part of the British section of the Jodhpur-Hyderabad railway.

(iii) *Terms of working.*— } As between the Government and the Sind Light Railways, Limited,

(iv) *Distribution of profits.*— } the Government undertake the management, maintenance, provision of rolling-stock and working, through State, or other, agency (that at present employed being the Administration of the Jodhpur-Bikaner railway), for 40 per cent of the gross earnings

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (e)}}$ · **JODHPUR-BIKANER RAILWAY SYSTEM**—*concld.*

19 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contracts—*concld.*

of the Mirpur Khas-Jhudo railway; the remainder, being the net earnings of the branch, is paid by the working agency to the Company.

As between the Government and the Administration of the Jodhpur-Bikaner railway, the Company's line as managed, maintained, stocked and worked by the Jodhpur-Bikaner Railway Administration in conjunction with, and as if it had originally been a part of, the British section of the Jodhpur-Hyderabad railway, and were subject to the provisions of the agreement of the 22nd December 1900 so far as they are not inconsistent with the contract of 1911 between the Government and the Company; *provided that the difference* (if any) between the following sums, *viz.* :—

(*a*) the proportion (*viz.*, 60 per cent) of the gross earnings of the Mirpur Khas-Jhudo railway in each half-year payable, under the combined effect of the two agreements of 1911, by the working agency to the Company, and

(*b*) the sum which would have been payable to the Government as the excess of the gross earnings, over working expenses, of the Mirpur Khas-Jhudo railway in terms of the agreement of the 22nd December 1900, if that railway had been originally subject thereto as part of the British section of the Jodhpur-Hyderabad railway and if the gross earnings thereof, ascertained by separate accounts, had been treated as separate from those of the other portion of the Jodhpur-Hyderabad railway so as to bear its own share of working expenses under that agreement in the same half-year,

is adjusted by payment of such difference by the Government to the Jodhpur-Bikaner Railway Administration or *vice versâ*, as the case may be, according as the sum payable by the Railway Administration to the Company is greater or less than that which would have been payable by the Railway Administration to the Government as stated under (*b*) above.

(v) *Rates and fares.*—

(vi) *Special obligations in respect of the conveyance of.*—

(*a*) Mails, police, troops, high Government officials, and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 18 (*c*), Jodhpur-Hyderabad railway (British section), (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—Government may determine the contract by "Notice of purchase" either on the 31st December 1928, or on the 31st December in the last year in any subsequent period of ten years, on giving twelve months' notice.

On the termination of the contract Government takes possession of the railway and all its appurtenances on the payment to the Company of a sum equal to 25 times the amount of the average net earnings of the railway during the three years immediately preceding the date of that event provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909 . . .	50·43	7,37,231	43,535	26,121	3·54	25	40·00
1910 . . .	50·43	7,20,900	98.463	59.078	8·20	38	40·00
1911 . . .	50·43	7,20,329	96,228	57,737	8·02	37	40·00

19(*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge)—

This railway was sanctioned for construction by the agency of the Jodhpur-Bikaner railway for the Sind Light Railways, Limited, on exactly the same terms as those agreed to for the Mirpur Khas-Jhudo railway.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Mirpur Khas to Khadro	1-1-12	49·50	49·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20.}}{\text{Sub-head (a)}}$ **JUNAGAD RAILWAY** (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—					
Jetalsar to Junagad	1-9-88	16·00			
Junagad to Veraval Docks	1-2-89	51·30			
			67·30		
Branches—					
Kutiyana branch—					
Shapur to Manavadar	15-2-10	15·86			
Manavadar to Bantva	25-12-10	3·45			
			19·31		
Junagad quarry line	1-2-89	*2·35			* Is worked for goods traffic only.
			2·35		
				88·96	
Under Construction or sanctioned for construction—					
Junagad to Visavadar† (sanctioned on 11-11-11)	...	26·56†			† Earthwork alone has been sanctioned at present.
			26·56		
				26·56	
				115·52	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreement—

This line was constructed by Government agency for the Native State of Junagad (after which it is named). It was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working, as one undertaking, the railways which prior to that date, were comprised in the Bhavnagar-Gondal-Jûnagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	88·96	48,05,266	4,45,926	2,06,461	4·30	96	53·70

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 21}{\text{Sub-head } (a)}$. MORVI RAILWAY (3′ 3⅜″ and 2′ 6″ gauges)—

The whole line was originally on the 2′ 6″ gauge. In 1905 the length between Wadhwan and Rajkot was converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi was retained on the 2′ 6″ gauge.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
3′ 3⅜″ gauge—				
Wadhwan to Rajkot Junction	4-3-05	73·94	73·94	
2′ 6″ gauge—				
Vankaner to Morvi	24-3-87	15·70		
Quarry branch	23-12-05	3·19	18·89	92·83

Details of construction—

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half round teak and creosoted pine sleepers; and that on the 2′ 6″ gauge section consists of 29-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated trap).

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 200 with a 1 in 150 banking section.

Contract—

Nil.—The line was constructed by His Highness the Thakore Sahib of Morvi, at his own expense, and is maintained and worked by him.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907).—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . . .	94·36	27,32,748	3,05,058	1,13,299	4·14	62	62·86
1903 . . .	94·36	27,88,452	2,98,066	1,44,767	5·19	61	51·43
1904 . . .	94·36	34,06,196	3,54,636	1,88,909	5·55	73	46·73
1905 . . .	89·64	43,90,817	3,23,640	1,74,476	3·97	69	46·09
1906 . . .	94·64	44,90,459	3,07,560	1,59,584	3·55	62	48·11
1907 . . .	94·64	45,73,551	4,11,791	2,55,762	5·59	84	37·89
1908 . . .	92·83	46,42,725	5,08,262	2,82,464	6·08	105	44·43
1909 . . .	92·83	47,95,497	4,71,830	2,12,900	4·44	98	54·88
1910 . . .	92·83	49,91,020	5,29,105	2,96,286	5·94	109	44·00
1911 . . .	92·83	49,91,298	6,36,082	4,22,520	8·47	132	33·57

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$ ROHILKUND AND KUMAON RAILWAY SYSTEM—

Chairman.—Colonel T. Gracey, C.S.I.
Managing Director.—Alexander Izat, Esq., C.I.E.
Offices.—237, Gresham House, Old Broad Street, London, E.C.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)	225·20	33·68	258·88
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	257·57	54·64	312·21
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total	522·27	88·32	610·59

Running powers—

Home line over foreign line:—

Over Ramganga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand railway.	for passenger and goods trains.	0·52
Over Ramganga bridge, between Dalpatpur and Moradabad, Oudh and Rohilkhand railway.		0·40
		0·92

Foreign line over home line:—

Bengal and North-Western railway, Daliganj to Aishbagh, for passenger and goods trains	3·40

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Main line—					
Bhojeepura to Kathgodam	12-10-84	53·92			
Extensions—			53·92		
Kasganj extension—					
Bareilly to Soron	29-1-06	54·95			
Soron to Kasganj	4-1-85	9·00			
Ramnagar extension—			63·95		
Moradabad to Got	10-5-08	4·19			
Got to Ramnagar	11-1-08	44·00			
Kashipur extension—			48·19		
Lalkua to Kashipur	11-1-08	36·00			
Shahjahanpur extension—			36·00		
Pilibhit to Bisalpur	24-2-11	23·14			
			23·14*		* Opened only in a restricted sense, and did not form part of the open mileage earning revenue.
TOTAL LENGTH OPEN	...	...	...	225·20	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.					
Bisalpur to Carewganj	13-1-12	31·12			
Shahbaznagar to Shahjahanpur (sanctioned on 17th June 1909).	..	2·56			
			33·68	33·68	
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	258·88	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼ and 50-lb. steel rails on sâl, Australian and deodar sleepers. The lines from Lalkua to Ramnagar, Moradabad to Kashipur, Pilibhit to Carewganj, and Shahbaznagar to Shahjahanpur are laid with 41¼-lb. steel rails on sâl and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 716 feet.

Gradients.—The ruling gradient between Bhojeepura and Kathgodam is 1 in 280, except near the hills where it is 1 in 70; between Bareilly and Kasganj, 1 in 400; between Moradabad and Ramnagar, 1 in 400, except near the hills where it is 1 in 125; between Lalkua and Kashipur, 1 in 200, except for a short distance near Lalkua where it is 1 in 100; and between Pilibhit and Carewganj, 1 in 400.

Contracts—

Dated the 12th October 1882 (called the original contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of the railway from Bareilly (Bhojeepura) to Kathgodam.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 8th September 1890 (called the principal contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the working of the Company's line and the construction, maintenance, management and working of certain State lines.

Dated the 31st December 1892 (supplemental to the contract of 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, for the advance of capital for the state line and as to debentures.

Dated the 5th February 1901 (supplemental to the contracts of 1882, 1890 and 1892), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, prolonging and continuing the contract of 1890, subject to certain modifications thereof and of the contracts of 1882 and 1892.

Dated the 24th April 1903 (supplemental to the contracts of 1882 and 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the adoption of 1*s*. 4*d*. per rupee as the "prescribed" rate of exchange.

Dated the 15th July 1904 (supplemental to the contracts of 1882, 1890, 1901 and 1903), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of certain Branch railways and the purchase of existing Branch lines.

Dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure on the Powayan Steam Tramway, and the acquisition by the Company of interests in that Tramway, and other matters.

Dated the 24th March 1909 (supplemental to and in modification of the contracts of 1882, 1890, 1892, 1901, 1903, 1904 and 1906), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the raising of capital for the purposes both of the Company's lines and of the Lucknow-Bareilly railway, and for the construction, maintenance, management and working of the Pilibhit-Barmdeo railway, extensions of the Dudhwa branch with a permanent bridge over the Sarda river, and the Pilibhit-Shahjahanpur railway.

Main provisions of contracts—

(i) *Land.*—Land for the Company's railway constructed in pursuance of the original contract was provided by the Government free of cost to the Company, subject to the condition that the Company pays, on demand, to Government the cost price of land purchased by Government for the purposes of the Company's railway. Land for the railway from Gokaran Nath to Pilibhit, and for all the other State lines provided by the Government after the 1st January 1891, is charged to capital subsequent to the date of the principal contract. Land for Branch railways and Branch line works is provided free, except and excluding land required for quarrying, ballast, brickfields or kindred purposes.

(ii) *Government aid.*—Government guaranteed interest, at 4 per cent per annum in sterling on the capital up to £200,000 expended on the *Company's* original railway, until its opening throughout for public traffic but for no longer than and including 1st January 1885; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on the 31st December 1894.

In the case of the *Lucknow-Bareilly* railway the Government guarantee the principal and interest in respect of debentures for the nominal amount of £147,000 issued by the Company in order to raise the sum of £160,000 (the sum actually realised being £160,837).

The Company reimburse the Government any amount by which the interest payable under the guarantee may exceed Rs. 96,000 in any one year.

All sums advanced by the Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum.

(iii) *Terms of working.*—The Lucknow-Bareilly railway is worked in conjunction with the Company's own line, a joint account of working expenses being kept. Joint working expenses account includes—

(1) any item of capital expenditure not exceeding Rs. 1,000 classed as "minor work" subject to a maximum charge on such account of Rs. 15 per mile open of railway per half-year, and

(2) a payment to Government of Rs. 20 per mile of railway open to traffic per half-year for audit and supervision.

The joint working expenses of the open system are divided between—

(*a*) the Company's original line and "the Additional Main Line Works,"
(*b*) the Lucknow-Bareilly railway and "the State Line Works" and
(*c*) "the Branch Railways" and "the Branch Line Works"

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

in proportion to the respective gross earnings of those three classes.

(iv) *Distribution of profits.*—The earnings of the Company's original line and "the Additional Main Line Works," after payment of all working expenses, are applied in the following order :—

(*a*) in payment of contribution to Provident Fund contingent on net earnings,

(*b*) in payment of interest on the Company's Main Line Stock (being part of the Joint Debenture Stock),

(*c*) in payment of interest on borrowed capital, and

(*d*) in payment of interest at 6 per cent per annum on the *bonâ fide* paid up share capital of the Company.

The surplus is divided equally between the Government and the Company.

The net earnings of "the Branch Railways" and of "the Branch Line Works" belong absolutely to the Company, without any right of the Secretary of State to participate therein, subject only to the payment thereout of contribution to Provident Fund contingent on net earnings and interest on the Company's Branch Line Stock (being part of the Joint Debenture Stock).

The net earnings of the Lucknow-Bareilly railway and "the State Works", *i.e.*, of the undertaking, are applied in the following order :—

(*a*) In payment of contribution to Provident Fund contingent on net earnings,

(*b*) in payment of the interest at 4 per cent per annum on the State Stock (being part of the Joint Debenture Stock), except interest on such portion of the State Stock as may for the time being be appropriated for lines under construction, which latter is charged to capital till the close of the half year next after the opening of lines to traffic,

(*c*) in payment of the interest on the debentures of £147,000 issued by the Company in 1890, and of interest at 4 per cent per annum on any further capital supplied by the Company or advanced by the Government for the purposes of the undertaking (3½ per cent per annum on Government advances subsequent to the 31st December 1900),

(*d*) in payment to the Government of interest at 4 per cent per annum on the value at cost price of the railways, rolling-stock, plant, machinery and land handed over to or retained by the Company on the 1st January 1891 (standing to debit of Part I of the Capital Account), and

(*e*) the residue is divided between the Government and the Company in the ratio of their respective shares of capital in the undertaking.

[*Note.*—The State Stock (part of Joint Debenture Stock), excluding and except so much of it as is appropriated for the construction of the Pilibhit-Barmdeo railway, does not participate in profits either as Government capital or as Company's capital.]

(v) *Rates and fares*—

Maxima :— Company's lines :—

Passengers :—

1st class, 3 annas per mile.
Lower class, 4½ pies per mile.
Luggage, 2 pies per maund per mile.

Goods :—

Edible grains, ⅓rd pie per maund per mile.
Other goods, 2 pies per maund per mile.

Parcels and live-stock at rates not exceeding 50 per cent over rates on the East Indian railway.

On the Branch railways food grains and salt are to be carried at rates, not less than the minimum for goods, as the Government may fix; and fuel for distances exceeding 100 miles on the Branch railways, or on any part thereof together with any part of the other railways belonging to or worked by the Company at a rate not exceeding ⅛th pie per maund per mile.

Lucknow-Bareilly railway and branches :—

The Government to authorise, from time to time, maximum and minimum rates, and to prescribe the classification of passengers and goods, as well as the extent to which, within the maxima and minima, the Company vary such rates.

For traffic between the joint line (Bareilly-Bhojeepura) and the Company's own line, the rates in force on the latter may be levied, except in the case of food grains and salt, and of fuel carried for

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

distances exceeding 100 miles; for the former the rates will not be less than the minimum for goods fixed by Government, and for the latter the rates will not exceed ⅛th pie per maund per mile.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails.—On the Company's original line, to be conveyed on payment of Rs. 5,000 half-yearly.

On the extensions of the Company's original line (Additional Main Line Works), the Company is to receive a reasonable remuneration in lieu of the sum of Rs. 5,000 above noted.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other metre gauge State railways, and at rates to be approved by the Government.

(*b*) Troops, police, high Government officials and Government stores —

On the Company's lines, at the ordinary tariff rates charged to the public.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other metre gauge State railways, and at rates to be approved by the Government.

(*c*) Government bullion and coin, and the persons in charge thereof.—

On the Company's lines at special rates to be from time to time agreed upon between the Government and the Company.

On the Lucknow-Bareilly railway and branches, at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—

Contract of 1882: The Government may terminate the contract at the end of the 50th year, *i.e.*, on the 31st December 1932, by giving 12 months' notice. If the contract terminate by such notice, or by the efflux of time, the Government is to pay to the Company 25 times the average net earnings, less the Government share of surplus profits, during the 5 years immediately preceding either the date of the termination or (at the option of the Government) the 31st December 1912.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe their obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove their property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1890: If the original contract with the Company, dated the 12th October 1882, terminate for any reason, then the contract for the working of the Lucknow-Bareilly railway *ipso facto* terminates at the same time. The Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year, by giving 12 months' notice. The Government may also determine the contract on 6 months' notice (called the "Notice of Determination") if the Company fail to observe their obligations.

On the determination of the contract the Government will resume possession of the State railway, and at its option will either repay the capital that has been received from the Company for the purposes of the undertaking, or will take over the liability of the Company in respect of such capital. If the capital is repaid, the payment may, at the option of the Government, be made either in England or in India.

Contract of 1904: If the original contract with the Company, dated the 12th October 1882, terminate either by "Notice of Purchase" or by the efflux of time, then the contract of 1904 terminates at the same time, in which case the Government is to pay to the Company 25 times the average net earnings of the Lalkua-Kashipur-Moradabad-Ramnagar branches during the 5 years immediately preceding the termination, provided such sum does not exceed by more than 20 per cent, nor be less than, the capital expenditure on those railways.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe their obligations, on payment of the value of the permanent-way, stock and plant or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove their property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1909: By clause 18 of the contract of the 24th March 1909, if either the contract of 1890 be determined from any cause or that of 1909 be determined by "Notice of Purchase" as far as each relates to "the State lines", but not further or otherwise, then the other of the two contracts *ipso facto* terminates at the same time.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

22 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

By clause 19 of the contract of the 24th March 1909, that contract so far as relates to "the Scheduled Company's Works" (the Pilibhit-Shahjahanpur line), in common with the contract of 1904, terminates *ipso facto* with the determination by "Notice of Purchase" of the Company's original contract of the 12th October 1882, the Government, however, only having the power to purchase "the Company's original line", "the Branch railways" and "the Scheduled Company's Works" collectively, not any of them separately from the other or others of them.

By clause 20 of the contract of the 24th March 1909—

(*a*) the contract of 1909 so far as relates to "the Additional Main Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the Company's original contract of the 12th October 1882,

(*b*) the contract of 1909 so far as relates to "the Branch Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the contract of 1904, except as noted above against clauses 18 and 20 of the contract of 1909 and also except as provided in clause 77 of the contract of 1890, the several powers of the Government to determine by "Notice of Determination" the contracts respectively of 1882, 1890 and 1904, and also that of 1909 so far as relates to "the State Works", to "the Additional Main Line Works" and to "the Branch Line Works", remain separate and unaffected, and are exercisable as to any one or parts thereof independently and without prejudice as to the continuance of the others or parts thereof, in the event of the Company failing to observe their obligations contained in the contract or part of the contract which it is sought to determine: provided that the powers of the Government to determine, by "Notice of Determination", the contract of 1909 so far as relates to "the Additional Main Line Works" and to "the Branch Line Works" are exercisable separately in respect of any line or branch forming an independent part of such works, if the Company fail to observe their obligations in regard thereto.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Those of 1882, 1904 and 1909, up to the 31st December 1981; that of 1890, up to the 31st December 1932.

Statistics of working—

Calendar year. (1)	Mileage open at end of each year (2)	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3) (6)	Remarks. (7)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.			Rs.	
1884	55·00	19,40,266	36,543	1,733	0·09	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.	51	95·26
1885	55·00	21,71,124	2,38,572	80,153	3·69		68	66·40
1886	55·00	22,52,962	3,00,191	1,23,832	5·50		86	58·75
1887	55·00	22,91,619	3,19,274	1,16,800	5·10		92	63·42
1888	55·00	23,40,100	3,34,092	1,42,120	6·07		96	57·46
1889	55·00	23,96,624	3,72,270	1,60,135	6·68		107	56·98
1890	55·00	24,17,052	3,14,834	1,51,003	6·25		90	52·04
1891	53·92	20,49,458	3,85,084	1,60,081	7·81		112	58·43
1892	53·92	20,58,575	4,33,648	1,97,780	9·61		127	54·39
1893	53·92	20,82,280	4,25,909	1,83,180	8·80		124	56·99
1894	53·92	20,80,410	4,59,313	2,15,191	10·34		134	53·15
1895	53·92	20,78,251	4,04,504	1,52,209	7·32		118	62·37
1896	53·92	20,79,863	4,26,905	1,53,821	7·40		125	63·96
1897	53·92	21,20,428	4,23,720	1,72,319	8·13		124	59·83
1898	53·92	21,42,552	4,62,308	2,20,785	10·30		135	52·24
1899	53·92	21,48,313	4,65,623	2,34,020	10·89		136	49·74
1900	53·92	21,53,125	4,37,572	2,28,048	10·59		128	47·88
1901	53·92	22,09,423	3,84,314	2,09,896	9·50		112	45·38
1902	53·92	23,36,911	4,10,626	2,18,317	9·34		120	46·83
1903	53·92	25,89,790	4,13,147	2,20,405	8·51		121	46·65
1904	53·92	43,55,575	4,18,787	2,24,403	5·15		122	46·41
1905	53·92	93,34,589	4,40,664	1,54,126	1·65	The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line.	129	65·02
1906	117·87	1,16,53,319	8,03,607	3,65,161	3·13		124	54·56
1907	117·87	1,28,55,065	10,67,928	5,69,506	4·43		158	46·67
1908	203·35	1,35,79,271	11,44,078	5,50,193	4·05		102	51·91
1909	202·06	1,36,93,877	12,70,929	6,26,391	4·57		121	50·71
1910	202·06	1,52,28,920	13,46,150	7,62,425	5·00		128	43·36
1911	225·20	1,59,24,548	14,73,586	7,99,809	5·02		128	45·72

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Lucknow to Sitapur	15-11-86	55·00		
Sitapur to Lakhimpur	15-4-87	28·50		
Lakhimpur to Gola Gokaran Nath	15-12-87	21·50		
Gola Gokaran Nath to Pilibhit	1-4-91	57·55		
Pilibhit to Bhojeepura	15-11-84	24·00		
Bhojeepura to Bareilly	12-10-84	12·00		
			198·55	
Branches and extensions—				
Bareilly grain siding	1-4-94	1·75		
			1·75	
Sonaripur extension—				
Mailani to Sarda	1-1-93			
Sarda to Sohela	10-3-93	30·78		
Sohela to Sonaripur	18-3-94			
			30·78	
Chandan Choki extension—				
Dudhwa to Chandan Choki	4-4-03	5·87	5·87	
Sonaripur-Ramnagar Ghat extension—				
Sonaripur to Kauriálaghat	2-1-11	20·62	20·62	
TOTAL LENGTH OPEN	...	...	...	257·57
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Sarota Phanta to Garwari Ghat (sanctioned on 23rd September 1910).	...	15·89		
Pilibhit to Barmdeo (sanctioned on 24th May 1909)	...	38·75	54·64	54·64
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED	...	...	...	312·21

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. and 50-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken bricks, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Lucknow and Bareilly is 1 in 500, except near Lucknow and Bareilly, where it is 1 in 200; between Mailani and Kauriálaghat, 1 in 400 and between Dudhwa and Chandan Choki, 1 in 100.

Contracts—

Main provisions of contracts— As noted under 20 (*a*), Rohilkund and Kumaon railway (3′ 3⅜″ gauge).

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

22 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907)—

Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Interest. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	198·38	79,17,846	4,95,068	1,72,145	2·17	2,72,055	...	—99,910	56	65·23
1892	198·33	81,66,804	6,82,836	2,74,601	3·36	3,07,651	10,636	—43,686	66	59·79
1893	222·05	83,89,362	7,28,878	2,73,541	3·26	3,26,770	3,495	—56,724	67	62·47
1894	231·17	85,93,158	9,72,269	3,94,240	4·59	3,45,323	24,180	+24,737	88	59·45
1895	231·17	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	—59,314	74	62·09
1896	231·17	89,63,620	8,27,599	3,02.071	3·37	3,48,885	13.415	—60,229	75	63·50
1897	231·17	93,02,715	8,27,371	3,35,776	3·61	3,61,550	11,570	—37,344	75	59·42
1898	231·17	94,90,476	10,34,088	5,00,200	5·27	3,64,852	68,058	+67,290	94	51·63
1899	231·17	94,97,485	12.72,160	6,33,355	6·67	3,65,537	1,25,640	+ 1,42,178	114	50·21
1900	231·17	99,21,432	12,53,801	6,51,957	6·57	3,73,097	1,34,915	+ 1,43,945	107	48·00
1901	231·17	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	123	44·76
1902	231·17	1,12,96,019	14,53,329	7,69,568	6·81	4,23,528	67,704	+ 2,78,336	132	47·05
1903	237·04	1,15,01,911	14,03,266	7,48,689	6·51	4,53,825	53,222	+ 2,41,642	126	46·35
1904	237·04	1,17,14,505	14,96,120	7,97,671	6·81	4,48,328	61,426	+ 2,87,917	133	46·68
1905	237·04	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	138	46·95
1906	237·04	1,20.09,658	16.55.250	8.36.782	6·97	4,57,588	65,252	+ 3,13,942	148	49·45
1907	237·04	1,24,59,395	16,97.182	9.07.863	7·29	4,18,611	73.229	+ 4,16,023	150	46·51
1908	237·04	1,27,50,545	16,15.542	7,80.747	6·12	4,50,365	48,511	+ 2,81,871	131	51·67
1909	237 04	1,43,82,316	17,17,491	7,84.749	5·46	4.11,131	44,700	+ 3,28,918	139	54·31
1910	237·04	1,60,60,757	18,25,185	10,15,746	6·32	4,75,558	80,364	+ 4,59,824	148	44·35
1911	257·57	1,72,02,079	19,40,488	10,44,604	6·07	5,07,263	74,720	+ 4,62,621	152	46·17

22 (*c*) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Shahjahanpur to Powayan	17-6-90	17·00	
Powayan to Khotar	19-5-91	14·00	
Khotar to Mailani	22-12-94	8·50	
			39·50

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24-lb. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Local Government orders and contracts—

Powayan Steam Tramway Company Order, 1889, published under Notification by the Government of the North-Western Provinces and Oudh, No. 1808-W.R., dated the 18th December 1889, authorising the construction of a steam tramway from Shahjahanpur railway station on the Oudh and Rohilkhand railway to Khotar.

"Further Order" of the Powayan Steam Tramway Company, 1894, published under Notification by the Government of the North-Western Provinces and Oudh, No. 148—17-W. R., dated the 23rd April 1904, authorising the construction of an extension of the Powayan Steam Tramway from Khotar to Mailani on the Lucknow-Bareilly railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (c).}}$ **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concld.***

22 (*c*) Powayan Light railway (2′ 6″ gauge)—*concld.*

Local Government orders and contracts—*concld.*

Contract, dated the 1st July 1901 (called the Tramway Company's contract), *between the Secretary of State and the Powayan Steam Tramway Company,* as to handing over to the former, or to the Working Agency appointed by him, the Tramway for maintenance, management and working.

Contract, dated the 6th November 1902, (supplemental to the contracts of 1882, 1890, 1892 and 1901, noted under 20 (*a*), Rohilkund and Kumaon railway), *between the Secretary of State and the Rohilkund and Kumaon Railway Company,* as to the maintenance, management and working of the Powayan Steam Tramway.

Contract, dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company,* as to the provision of moneys for capital expenditure, and acquisition by the Railway Company of interest in the Powayan Steam Tramway Company.

Contract, dated the 16th January 1912 (supplemental, or to be read as an annexure, to the contract of 1901), *between the Secretary of State and the Powayan Steam Tramway Company,* as to certain alterations and modifications in the provisions of clauses 2 and 18 of the contract of 1901 in regard to its determination.

Main provisions of Local Government orders and contracts—

(i) *Land.*—Provided at the cost of the Company, other than the portion of the provincial road which the Company is authorised to use.

(ii) *Government aid.*—The line, subject to interests acquired therein by the Rohilkund and Kumaon Railway Company, is the property of the Powayan Steam Tramway Company, and is managed, maintained and worked by the Rohilkund and Kumaon Railway Company on behalf of the Government.

(iii) *Terms of working.*—The working agency retains 70 per cent of the gross earnings of the Tramway, until the line is fully equipped, and thereafter the same percentage as that at which the Rohilkund and Kumaon Railway Company's "open system" is worked, subject to a minimum of 60 per cent.

[NOTE.—The percentage so retained by the working agency is in full satisfaction of the cost of petty works, rolling-stock, plant and machinery costing not more than Rs. 200, subject to the limit of Rs. 20 per mile per half-year. The cost of petty works, rolling-stock, plant and machinery exceeding these limits is to be borne by the Capital Account of the Tramway Company.]

(iv) *Distribution of profits.*—After payment of working expenses as above noted and contributions to the Working Agency's Provident Fund, the balance of the gross earnings, if any, are paid over to the Tramway Company.

(v) *Rates and fares.*—To be those from time to time applicable to the Lucknow-Bareilly railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, police, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Not specified.

(vii) *Power of the Government to determine contract.*—Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year but not earlier, on 12 months' notice given. Government may also terminate the contracts at any time, on 6 months' notice, if the Company fail to observe their obligations.

Government also has the option, on giving 12 months' notice to the Tramway Company, after the Shahjahanpur-Khotar section has been open for public traffic for 15 years and the Khotar-Mailani section for 10 years, and thereafter at terms of 7 years each, to take over the Tramway on paying the Tramway Company the value of the property as a dividend-earning investment at the date of giving such notice, with an additional bonus of 20 per cent over and above such value.

(viii) *Power of the Company to surrender contract*—Nil.

(ix) *Term of contract* [*if not determined under* (viii)].—Up to the 31st December 1932.

Statistics of working—

TABLE I.						TABLE II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	39·50	8,41,038	66,862	20,059	2·39	33	70·00
1902	39·50	8,93,456	75,675	22,521	2·52	37	70·24
1903	39·50	8,94,619	71,815	28,482	3·18	35	60·34
1904	39·50	8,94,751	78,015	30,937	3·46	38	60·34
1905	39·50	8,94,751	92,614	36,707	4·10	45	60·37
1906	39·50	8,94,751	99,566	39,491	4·41	48	60·34
1907	39·50	8,94,751	87,302	34,626	3·87	42	60·34
1908	39·50	8,94,801	81,450	32,292	3·60	40	60·35
1909	39·50	8,94,801	91,687	36,352	4·06	45	60·35
1910	39·50	8,94,801	95,236	37,799	4·22	46	60·31
1911	39·50	8,94,801	1,02,692	40,737	4·51	50	60·33

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$. **UDAIPUR-CHITORGARH RAILWAY** (3′ 3⅜″ gauge)—

Running powers—

Home line over Foreign line :—

	Miles.
Rajputana-Malwa railway, Berach Signal station to Chitorgarh . .	1·42

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Berach near Chitorgarh to Debari near Udaipur	1-8-95	60·39	
Separate station at Chitorgarh	15-8-98	0·47	
Debari to Udaipur	25-8-99	6·44	
			67·30

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius ; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Contract—

Nil.—The line was constructed at the expense of the Mewar Durbar, and was maintained and worked by the Bombay, Baroda and Central India Railway Company up to the 31st December 1897. With effect from 1st January 1898 the line is maintained and worked by the Durbar.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907).—

	Table I.						Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	67·30	20,65,630	2,17,388	97,131	4·70	62	55·32
1903	67·30	20,66,171	1,77,817	66,446	3·21	51	62·63
1904	67·30	20,66,093	1,51,293	53,175	2·57	42	64·86
1905	67·30	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	67·30	20,75,567	2,47,813	1,35,467	6·52	69	45·33
1907	67·30	20,75,702	2,50,515	1,36,695	6·58	70	45·43
1908	67·30	20,77,554	2,38,916	1,18,044	5·68	68	50·59
1909	67·30	20,96,383	2,43,050	1,24,855	5·95	69	48·62
1910	67·30	20,97,410	2,52,090	1,33,470	6·36	72	47·05
1911	67·30	21,15,951	2,84,208	1,53,302	7·24	81	46·07

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 24}{\text{Sub-head } (a)}$. AMBAJI-TARANGA LIGHT RAILWAY (2′ 6″ gauge)—

The construction of this line by the agency of the Ambaji-Taranga Light Railway Company was sanctioned by the Railway Board under their Notification No. 205, dated the 4th August 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Baroda Frontier to Samaia (sanctioned on 4th August 1911)	...	18·00	18·00

Number $\frac{\text{Main head } 25}{\text{Sub-head } (a)}$. ARRAH-SASARAM LIGHT RAILWAY (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Arrah to Sasaram	6-3-11	60·50	60·50

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Local Government order and agreement—

Arrah-Sasaram Tramway Company order published under the Bengal Government, Railway Department, Notification No. 39-R., dated the 12th October 1909, authorising the construction of a line of tramway from Arrah to Sasaram in the district of Shahabad.

Agreement, dated the 15th October 1909, *between the District Board of Shahabad and Messrs. Martin and Company of Calcutta (called "the Promoters") by and on behalf of the Arrah-Sasaram Light Railway Company*, as to the grant of a concession to the Company of the right to construct and work the tramway.

Main provisions of Local Government order and agreement—

(i) *Land.*—Provided at the cost of the Company, except one side of the district road the free use of which is authorised.

(ii) *Aid by the Local authority.*—The District Board of Shahabad recommend and apply to the Local Government to exempt the Company from the tax on account of road cess, or to exact only a nominal tax, for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of it paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 88,000 or the sum of 4 per cent on the Company's share capital whichever is less.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the share capital of the company are divided equally between the District Board of Shahabad and the Company.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. ARRAH-SASARAM LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Main provisions of Local Government order and agreement—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods, with the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.—

(*c*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, and at the end of every 7 years thereafter, the District Board have, by giving six months' previous notice, the right of purchasing the line by paying to the Company 25 times the yearly average net earnings of the 3 years preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911.	60·50	20,75,772	1,33,386	44,286	2·13	45	66·79

Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. BANGALORE-CHICKBALLAPUR LIGHT RAILWAY (2′ 6″ gauge)—

This railway is to be financed by an Indian Company floated for the purpose under a guarantee from the Mysore Durbar of 4 per cent per annum on the subscribed capital. It was sanctioned for construction by the Secretary of State for India in his Despatch No. 75 Railway, dated the 10th September 1909.

During the year under report the Company were engaged in raising the total capital required for the construction of the line. An application to begin the work before the whole capital is raised was sanctioned by the Mysore Durbar at the close of the year.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Bangalore to Chickballapur (sanctioned on 10th September 1909)	...	37·95	37·95

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 27}{\text{Sub-head } (a)}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Baraset to Basirhat	1-2-05	26·00		
Basirhat to Chingrighata	2-3-09	8·50		
			34·50	
Pattipooker branch—				
Beliaghata Bridge to Pattipooker	16-2-10	16·62		
			16·62	
				51·12

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sâl and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

Agreements and Local Government orders—

Agreement, dated the 14th December 1897 (called the principal agreement), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* as to the grant of a concession to the Tramway Company by the District Board;

Agreement, dated the 14th May 1902 (supplemental to the agreement of 1897), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* modifying clause 4 of the agreement of 1897.

The Baraset-Basirhat Tramway Company order, published under the *Bengal Government, Railway Department, Notification No. 86 R., dated the 15th May 1903;*

} as to the construction, maintenance and working of the line from Baraset to Basirhat.

Agreement, dated the 3rd August 1903, *between the District Board of the 24 Parganas, Messrs. Martin and Company and the Baraset-Basirhat Light Railway Company, Limited,* as to the adoption as between the Board and the new Railway Company of the agreement of 1897 as modified by the agreement of 1902, and as to the discharge of the Promoters from all liability thereunder or in respect thereof.

Agreement, dated the 6th November 1907 (supplemental to the agreements of 1897, 1902 and 1903), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;*

The Baraset-Basirhat-Taki Extension order, published under the *Bengal Government, Railway Department, Notification No. 22 R., dated the 23rd November 1907;*

} as to the construction, maintenance and working of the extension from Basirhat to Taki and Hosanabad as a part of the Baraset-Basirhat Light railway.

Agreement, dated the 21st December 1908 (supplemental to the agreements of 1897, 1902, 1903 and 1907), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;*

The Baraset-Basirhat-Pattipooker Extension order, published under the *Bengal Government, Railway Department, Notification No. 9 R., dated the 19th February 1909;*

} as to the construction, maintenance and working of an extension from Beliaghata bridge to Pattipooker, as part of the Baraset-Basirhat Light Railway.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 27}}{\text{Sub-head (a)}}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—

(i) *Land.*—Land, other than portions of the District Road between Baraset and Basirhat the free use of which in perpetuity is authorised by the District Board, provided at the cost of Company's capital.

(ii) *Aid by the District Board.*—The District Board recommend and apply to the Local Government either to exempt the Company from the road cess or to exact only a nominal tax for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The District Board also guarantee such an annual subsidy as may be necessary to make the net profits of the Company equal to Rs. 1,500 per mile of line open, provided that the total contribution by the Board does not exceed Rs. 38,000 per annum, being 4 per cent on the amount of the Company's share capital.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the Company's share capital are divisible equally between the District Board and the Company.

(iv) *Rates and fares.*—Certain maxima fares for passengers, and a tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails and postal officers and servants on duty.—At the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the District Board to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at intervals of 7 years thereafter, the District Board, by giving 6 months' notice, can purchase the undertaking by paying to the Company 20 times the average net annual profits of the 4 years preceding the transaction, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	26·06	9,07,781	1,11,201	55,682	6·13	—5,394	50,288	5·54	90	49·93
1906 .	26·06	9,52,953	1,50,731	79,536	8·35	—12,669	66,867	7·02	111	47·23
1907 .	26·06	10,06,570	1,72,574	85,830	8·53	—16,096	69,734	6·93	127	50·26
1908 .	26·06	10,52,939	1,49,043	58,588	5·56	—5,944	52,644	5·00	110	60·69
1909 .	34·50	14,20,827	1,73,715	69,303	4·88	—6,478	62,825	4·42	97	60·45
1910 .	51·12	21,80,982	2,35,676	73,310	3·36	—674	72,636	3·33	88	68·89
1911 .	51·12	22,12,771	2,78,247	1,12,198	5·07	—6,356	1,05,842	4·78	105	59·67

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 28}{\text{Sub-head } (a)}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—

Chairman.—F. M. Halliday, Esq.

Secretaries.—W. A. Browne & Co.

Offices.—Winchester House, Old Broad Street, London, E.C.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Barsi Road Junction to Barsi Town	1-3-97	21·59		
Barsi Road Junction to Pandharpur	2-12-06	30·56		
Barsi Town to Kuslamb	15-6-05	6·34		
Kuslamb to Tadwale	1-5 06	20·36		
Tadwale to Latur	1-5-11	36·99		
			115·84	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Pandharpur to Pandharpur town (sanctioned on 21st November 1909)	...	1·36		
			1·36	
				117·20

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 450 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the original line (from Barsi Road Junction to Barsi Town) one of 1 in 80 and one of 1 in 90; and two on the Tadwale Extension—one of 1 in 50 and the other of 1 in 70.

Contracts and agreements—

Contract, dated the 1st August 1895, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working the line from Barsi Road Junction to Barsi Town (called "the Barsi Town railway").

Contract, dated the 26th August 1902, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of "the Pandharpur extension" and "the Tadwale extension", as modified by letter *from the India Office to the London Board of the Barsi Light Railway Company*, No. P.W. 1020, dated the 22nd June 1904, extending to 1944 the term at the end of which the option of purchase of the Company's undertaking may be exercised by the Government under clause 59 of the contract.

Contract, dated the 28th May 1903 (supplemental to those of 1895 and 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 4th December 1905 (supplemental to that of 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the Pandharpur and Tadwale Extensions, and for the issue of Debenture Stock.

Contract, dated the 31st March 1909 (supplemental to the contracts of 1902, 1903 and 1905), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working, and the inclusion in "the Tadwale Extension", of the railway from Tadwale to the frontier of the Hyderabad State (called "the Hyderabad Frontier Extension"), near Latur in that State.

Agreement, dated the 21st April 1909, *between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company*, as to the construction, maintenance and working of a railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Agreement, dated the 4th May 1909, *between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company*, as to the former waiving, in favour of the latter, its preferential right to construct and work the railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of contracts and agreements—

(i) *Land.*—In the case of the original Barsi railway the Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction station, any land required outside the road being acquired, at its own expense, by the Company. For the extensions, land in British territory has been provided by the British Government; that in the Hyderabad State by the Government of His Highness the Nizam, free of cost to the Company.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole to go to the Company.

(iv) *Rates and fares.*—Certain maxima have been fixed, within which the Company is permitted to vary its rates. On the Extensions the goods classification in force on the Great Indian Peninsula railway is to be adopted.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed upon the whole of the Company's system at the same rates and fares, and on the same general conditions, as may be in force on State railways. On the Latur extension bullion and coin belonging to His Highness the Nizam's Government or the Government of India, and the persons in charge thereof are carried at special rates.

(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—The Government may determine the contract on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, the Government to pay the Company in England in sterling a sum such as, when added to any unspent capital, shall amount to the total paid up capital expended with the authority of the Government. His Highness the Nizam's Guaranteed State Railways Company have the option of purchasing the length of line (excluding rolling-stock, workshop machines and stores) from the frontier of the Hyderabad State to Latur in that State, subject in all respects to the rights of the Nizam's Government under the agreement between His Highness' Government and the Barsi Light Railway Company and also under the several contracts between His Highness' Government and the Nizam's Guaranteed State Railways Company, after the expiration of 20 years from the date of its opening throughout for traffic, on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure. In the event of His Highness the Nizam's Guaranteed State Railways Company not exercising this right, His Highness the Nizam's Government have the right, on giving 12 months' notice, to purchase the same line at any time after the expiration of twenty years from the date of its opening, at a price which shall be 5 per cent in excess of the actual capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—Not specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expense to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 .	21·59	13,18,242	1,50,275	52,879	4·01	134	64·81
1903 .	21·59	13,18,289	1,30,694	53,423	4·05	116	59·12
1904 .	21·59	13,43,991	1,66,934	64,952	4·83	149	61·09
1905 .	27·93	27,88,002	2,19,478	1,39,618	5·01	168	36·39
1906 .	78·50	41,11,334	2,19,284	1,09,862	2·67	96	49·90
1907 .	78·50	47,47,986	5,43,330	2,24,080	4·72	133	58·76
1908 .	78·50	4[illegible],29,287	4,31,002	1,72,063	3·36	105	60·08
1909 .	78·50	57,13,286	6,44,775	3,89,578	6·82	158	39·58
1 10 .	78·50	61,33,032	6,97,520	3,89,427	6·52	174	44·18
1911 .	115·84	87,93,846	7,44,733	3,98,877	5·87	124	46·44

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$. **BUKHTIARPORE-BIHAR LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Bukhtiarpore on the East Indian railway to Bihar	1-7-03	18·50	
Bihar to Silao	17-7-09	9·50	
Silao to Rajgir	1-11-11	5·00	
			33·00

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the villages of Chero and Rajgir where the grade is 1 in 100.

Agreements and Local Government orders—

Agreement, dated the 21st August 1899, *between the District Board of Patna and Messrs. Martin and Company of Calcutta, the Promoters, on behalf of the Bukhtiarpore-Bihar Light Railway Company*, scheduled to the above order;

The Bukhtiarpore-Bihar Tramway Company order published under the *Bengal Government, Railway Department, Notification No. 100-R., dated the 25th June 1901*;

Agreement, dated the 16th August 1901, *between Messrs. Martin and Company of Calcutta and the Bukhtiarpore-Bihar Light Railway Company*;

} as to the construction, maintenance and working of the Bukhtiarpore-Bihar Light railway.

Agreement, dated the 17th February 1904, *between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company*, as to the use of land for a siding at Bihar.

Agreement, dated the 2nd June 1908 (supplemental to the agreements of 1899 and 1901), *between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company*;

The Bukhtiarpore-Bihar Extension order published under the *Bengal Government, Railway Department, Notification No. 11-R., dated the 15th June 1908*;

} as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Bihar to Silao.

The Bukhtiarpore-Bihar-Rajgir extension order published under the *Bengal Government, Railway Department, Notification No. 20-R., dated the 14th November 1911*;

Agreement, dated the 28th November 1911 (supplemental to the agreements of 21st August 1899, 16th August 1901 and 2nd June 1908), *between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company*;

} as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Silao to Rajgir.

Main provisions of agreements and Local Government orders—

(i) *Land.*—The District Board of Patna grant to the Bukhtiarpore-Bihar Light Railway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side portion of the District Board road between Bukhtiarpore and Bihar as is necessary, but not exceeding a width of eight feet, for the purpose of the railway; and promote the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Patna will recommend and apply to the Local Government either to exempt the Bukhtiarpore-Bihar Light Railway Company from the tax on account of road cess or to exact only a nominal tax for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of the Company paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 32,000 or the sum of 4 per cent on the Company's share capital.

(iii) *Distribution of profits.*—Any surplus profits in excess of 4 per cent on the share capital of the way Company is to be equally divided between the District Board of Patna and

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main Head 29}}{\text{Sub-head (}a\text{)}}$ **BUKHTIARPORE-BIHAR LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Patna have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of Company to surrender agreement.*—Nil.

(viii) *Term of agreement.*—None specified.

Statistics of working—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 . . .	18·50	7,48,851	35,800	15,117	2·02	...	15,117	2·02	74	57·77
1904 . . .	18·50	8,11,233	1,13,923	66,571	8·21	—10,616	55,955	6·90	118	41·57
1905 . . .	18·50	8,25,210	88,848	35,681	4·32	—90	35,591	4·31	92	59·84
1906 . . .	18·50	8,43,827	1,11,409	48,163	5·71	—5,674	42,489	5·04	116	56·77
1907 . . .	18·50	8,92,221	1,10,888	46,073	5·16	—4,501	41,572	4·66	115	58·45
1908 . . .	18·50	9,00,878	1,10,152	45,122	5·01	—1,915	43,207	4·80	114	59·04
1909 . . .	28·00	11,96,973	1,52,322	58,331	4·87	—5,198	53,133	4·44	128	61·70
1910 . . .	28·00	12,01,403	1,23,986	54,564	4·54	—3,421	51,143	4·25	85	55·99
1911 . . .	33·00	12,38,725	1,34,135	62,381	5·04	—4,827	57,554	4·64	78	53·38

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 30.}}{\text{Sub-head (a)}}$ **CHAMPANER-SHIVRAJPUR LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Champaner Road Junction to Champaner City	2-2-11	11·00	
Champaner City to Shivrajpur	10-11-11	6·00	
Shivrajpur to Bamankua mines	1-1-11	1·44	
Shivrajpur to Shivrajpur mines	24-1-11	1·80	
			20·24

Details of construction—

Permanent-way.—The permanent-way consists of 29½ lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted with heavy stone ballast.

Fencing.—The line is unfenced except at station yards.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Local Government order—

The Shivrajpur Tramway order published under the Bombay Government, Public Works Department, Notification No. 5-Ry., dated the 1st September 1909, as to the construction, maintenance and working of a steam tramway from Champaner Road to Shivrajpur.

Main provisions of Local Government order—

(i) *Land.*—
(ii) *Government aid.*— } For the purposes of the tramway and not for the purposes of any building or erection connected therewith, the free use of the side of the provincial road between Champaner Road and Shivrajpur is authorised. Any additional land which may be in the possession of Government and considered necessary for the purposes of the undertaking shall be provided by the Local Government free of cost. When the cost of the acquisition of land in private occupation exceeds the rate of Rs. 150 per acre, so much of such rate as is in excess of Rs. 150 shall be borne by the promoters; but in any other case the whole cost of acquisition shall be borne by Government.

(iii) *Distribution of profits.*—The whole of the profits belong to the Shivrajpur Syndicate, Limited, of Bombay.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Government to determine contract.*—At the expiration of 31 years from the date of opening of the line, or at the end of any subsequent period of 10 years, the Local Government may, by giving to the promoters not less than 12 calendar months' notice, determine their order and purchase the undertaking at 25 times the average annual net earnings for the three calendar years immediately preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911 . . .	20·24	9,02,929	64,061	15,545	1·72	61	75·74

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 31}}{\text{Sub-head (a)}}$. CUTCH RAILWAY (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Tuna to Anjar	18-5-05	11·67	
Anjar to Bhuj	1-11-08	25·11	36·78

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.

Contract—

Nil. This line was sanctioned for construction at the cost of His Highness the Maharaja Rao Sahib of Cutch, under the Government of India, Public Works Department, Notification No. 329, dated the 4th September 1903, and the Railway Board Notification No. 86, dated the 1st June 1905, and is maintained and worked by the Cutch Durbar.

Statistics of working—

	Table I.					Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	11·67	4,25,731	28,496	20,908	4·91	75	26·63
1906	11·67	7,18,668	40,273	19,919	2·77	66	50·54
1907	11·67	8,17,815	43,221	24,070	2·94	71	44·31
1908	36·78	8,74,980	40,006	18,237	2·07	20	54·41
1909	36·78	9,42,842	84,864	47,851	5·07	44	43·61
1910	36·78	9,42,842	93,639	55,953	5·93	49	40·24
1911	36·78	9,48,711	1,01,087	58,576	6·17	53	42·05

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 32. / Sub-head (a) **DEHRI-ROHTAS LIGHT RAILWAY** (2' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Dehri-on-Sone to Rohtas.	6-2-11	23·83	23·83

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. steel rails on sál sleepers.
Ballast.—The line for a distance of 5 miles has been ballasted and this work is still in progress.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 240 feet radius.
Gradients.—The ruling gradient is 1 in 200, uncompensated.

Agreement and Local Government order—

Agreement, dated the 13th October 1907, *between the District Board of Shahabad and Messrs. Octavius Steel and Company of Calcutta (called "the Promoters") for and on behalf of the Dehri-Rohtas Tramway Company, scheduled to the order quoted below;*

The Dehri-Rohtas Tramway Company order published under the Bengal Government, Railway Department, Notification No. 24-R., dated the 10th November 1908;

} as to the construction, maintenance and working of a steam tramway from Dehri-on-Sone to Rohtas.

Main provisions of agreement and Local Government order—

(i) *Land.*—The line runs partly on Government land in charge of the Public Works Department and partly along the district road to Akbarpur. The District Board of Shahabad have granted to the Dehri-Rohtas Tramway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side of the District Board road between Dehri and Rohtas as is necessary, but not exceeding a width of eight feet leaving a clear roadway of fourteen feet intact for ordinary wheeled traffic, for the purpose of the tramway, and have promoted the acquisition of any additional land required outside the boundary of the said road at the cost of the company.

(ii) *Aid by the Local Authority.*—The District Board of Shahabad will recommend and apply to the Local Government to exempt the Dehri-Rohtas Tramway Company from the tax on account of road cess, or to exact only a nominal tax, for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods and the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Shahabad have, by giving six months' previous notice, the right of purchasing the line by paying to the company the value calculated at twenty years' purchase of the average net annual profits of the company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the company to surrender agreement.*—Nil.

viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

atistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs		Rs.	
1911 . . .	23·83	5,32,474	24,066	−12,291	...	21	151·07

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix]

Number $\frac{\text{Main head 33}}{\text{Sub-head (a)}}$. DHOLPUR-BARI RAILWAY (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Dholpur on the Indian Midland section of the Great Indian Peninsula railway to Bari .	24-2-08	19·62	19·62

Details of construction—

Permanent-way.—Five miles are laid with 35-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder is laid with 35-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 1,910 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Nil. This railway was sanctioned for construction at the cost of His Highness the Rana of Dholpur, under Railway Board's Notification No. 267, dated the 14th December 1905, and is maintained and worked by the Dholpur Durbar.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles	Rs.	Rs.	Rs.		Rs.	
1908 . .	19·62	7,33,502	21,352	—11,961	...	25	152·74
1909 . .	19·62	6,91,940	36,226	5,773	0·83	35	84·06
1910 . .	19·62	6,96,601	48,377	19,835	2·85	47	58·99
1911 . .	19 62	7,41,111	41,506	14,338	1·93	41	65·50

Number $\frac{\text{Main head 34}}{\text{Sub-head (a)}}$. DWARA-THERRIA LIGHT RAILWAY (2′ 6″ gauge)—

The line is under construction by Messrs H. V. Low and Company of Calcutta, to whom the property and rights which were vested in the Dwara-Therria Light Railway Company, "Limited", under the Dwara-Therria Steam Tramway Order published by the Chief Commissioner of Assam under Notification No. 44, dated the 4th August 1902, have been transferred.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Dwara to Maolong (sanctioned on 15th May 1902)	...	13·50	
Maolong to Therria Ghat (sanctioned on 15th May 1902, but commencement of work not authorised).	...	6·00	19·50

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 35}}{\text{Sub-head (a)}}$. **JESSORE-JHENIDAH LIGHT RAILWAY** (2′ 6″ gauge)—

The sanction accorded by the Government of Bengal to the construction, by a private company, of this line under the Indian Railways Act, IX of 1890, was approved by the Government of India in their letter No. 275 R.P., dated the 2nd December 1910.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Main line –			
Jessore to Jhenidah (sanctioned on 2nd December 1910).	...	28·90	
Branch –			
Kaliganj to Kot Chandpur (sanctioned on 2nd December 1910)	...	7·90	
			36·80

Number $\frac{\text{Main head 36}}{\text{Sub-head (a)}}$. **MADAYA LIGHT RAILWAY** (2′ 6″ gauge)—

Construction of this line by a private company under the Indian Tramways Act, 1886 (XI of 1886), was sanctioned by Burma Government Notification No. 22, dated the 13th February 1906.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Madaya to the Zegyo quarter of Mandalay town (sanctioned on 13th February 1906) .	...	16·00	16·00

Number $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$. **MAUNGDAW-BUTHIDAUNG LIGHT RAILWAY** (2′ 6″ gauge)—

In letter No. 102 R.P., dated the 6th June 1911, sanction of the Government of India was accorded to the issue by the Government of Burma, under section 6 (3) of the Indian Tramways Act, XI of 1886, of the draft order authorising the construction of this line by the Arakan Flotilla Company, Limited, of Akyab.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Maungdaw to Buthidaung (sanctioned on 6th June 1911)	...	17·25	17·25

Number $\frac{\text{Main head 38}}{\text{Sub-head (a)}}$. **NADIAD-KAPADVANJ RAILWAY** (2′ 6″ gauge)—

The construction of this line by Messrs. Killick, Nixon and Company was sanctioned by the Railway Board in their letter No. 546 R.C., dated the 28th February 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
A point near Nadiad station to Kapadvanj (sanctioned on 28th February 1911) . .	...	27·98	27·98

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 39. Sub-head (*a*) **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2' 6" gauge)—

Progress in opening –

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Shahdara to Saharanpur	15-10-07	92·50	92·50	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Baraut to Meerut (sanctioned on 4th January 1902, but commencement of work not authorised).	...	30·00	30·00	
				122·50

Details of construction –

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on sâl sleepers.
Ballast.—The line is ballasted with stone and broken brick.
Fencing.—The line is partially fenced.
Curves.—The sharpest curve is of 1,910 feet radius.
Gradients.—The ruling gradient is 1 in 1,000.

Local Government order and agreement –

The Shahdara-Saharanpur Tramway Company order published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 339-187-R., dated 18th April 1904;

Agreement, dated the 11th October 1905, *between the Government of the United Provinces of Agra and Oudh and Messrs. Martin & Co. of Calcutta (called 'the Promoters") for and on behalf of the Shahdara (Delhi)-Saharanpur Light Railway Company*, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 1363-R.-187, dated the 22nd November 1905;

} as to the construction, maintenance and working of a steam tramway from Shahdara to Saharanpur with a branch from Baraut to Meerut.

Main provisions of Local Government order and agreement—

(i) *Land.*—
(ii) *Government aid.*— } The Local Government provide free of charge for the purposes of the railway sufficient land for a single 5' 6" gauge line, together with land for all conveniences and works approved under clause 8 of the agreement. In addition to this the company is authorised to use for the purpose of the railway, but not for the purpose of any building or erection connected therewith, portions not exceeding six feet in width of the local roads passing between Shahdara and Saharanpur and Baraut and Meerut.

(iii) *Distribution of profits.*—Surplus profits in any year in excess of 4 per cent upon the paid-up capital of the Railway Company shall be divided equally between the Government and the Railway Company. Payments on account but subject to adjustment being made at close of first half-year.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods with the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 39.}}{\text{Sub-head (a)}}$ **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of Local Government order and agreement—*concld.*

(vi) *Power of the Government to determine agreement.*—Upon the expiration of 21 years after the date of opening, or 23 years from the date of the Local Government order sanctioning the construction of the line, whichever is earlier, or at the end of successive periods of seven years thereafter, the Local Government have, by giving 12 months' previous notice, the right of terminating the agreement by paying to the Company the value calculated at 25 years' purchase of the average annual profits of the Company for the preceding three years, subject to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum. In the event of its being determined to construct a railway on a different gauge in place of the tramway, and if the Government and the Company fail to agree that the alteration shall be made by the Company, then and in such case, the Government have the right to acquire the tramway at any time on giving 12 months' notice in writing and paying to the Company a sum 25 per cent in excess of its capital expenditure.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement.*—None specified.

Statistics of working—

Table I.						Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	93·02	33,02,226	1,01,146	29,783	0·90	45	70·55
1908 . . .	92·63	41,35,292	3,35,533	1,41,823	3·43	70	57·73
1909 . . .	92·63	41,56,390	4,05,856	1,96,014	4·71	84	51·70
1910 . . .	92·50	41,67,317	5,04,282	2,78,330	6·67	105	44·80
1911 . . .	92·50	42,16,557	5,32,232	3,10,746	7·37	110	41·61

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 40}{\text{Sub-head } (a)}$. **TARKESSUR-MAGRA LIGHT RAILWAY** (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Tarkessur to Rudrani	7-11-94	12·50	
Rudrani to Magra	8-3-95	18·62	
Magra to Tribeni	14-4-64	2·15	33·27

Details of construction—

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pynkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1 000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magraganj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Agreements and Local Government order—

Agreement, dated the 16th October 1890, *between the District Board of Hooghly and the Promoters of the Bengal Provincial Railway Company*, scheduled to the order quoted below;

The Bengal Provincial Railway Company order published under the Bengal Government, Railway Department, Notification No. 1, dated the 4th January 1896;

} as to the construction, maintenance and working of the Tarkessur-Magra Light railway.

Agreement, dated the 12th March 1901, *between the Secretary of State and the Bengal Provincial Railway Company*, as to the construction, maintenance and working of the extension of the Tarkessur-Magra Light railway from Magra station to Tribeni bathing ghat on the Hooghly river.

Main provisions of agreements and Local Government order—

(i) *Land.*—
(ii) *Government aid.*— } Land required for the purposes of the main line, from Tarkessur to Magra, acquired by the Government of Bengal at the cost of the Company; and that for the extension from Magra station to Tribeni ghat on the Hooghly river provided by Government free from rent or other charge.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum rates of fare for passengers and tariff of charges for goods, with the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, Postal Officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } Nil.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 40}{\text{Sub-head } (a)}$. **TARKESSUR-MAGRA LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(vi) *Power of the Local Authority to determine agreement.*—In the event of the District Board of Hooghly wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907)—

TABLE I.						TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902	31·12	9,73,262	84,272	24,842	2·55	52	70·52
1903	31·12	10,15,725	85,546	25,350	2·50	53	70·37
1904	33·27	10,43,715	89,735	27,564	2·64	52	69·28
1905	33·27	10,47,028	86,838	21,871	2·09	50	74·81
1906	33·27	10,73,037	1,00,072	32,762	3·05	58	67·26
1907	33·27	10,92,156	1,10,238	34,500	3·16	64	68·70
1908	33·27	10,93,192	1,13,074	30,482	2·79	65	73·04
1909	33·27	11,06,707	1,24,182	37,915	3·43	72	69·46
1910	33·27	11,32,454	1,24,373	43,085	3·80	72	65·36
1911	33·27	11,32,071	1,26,287	42,866	3·79	73	66·05

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 41}}{\text{Sub-head (a)}}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. It was worked by the Tezpore-Balipara Light railway but from February 1908 has been closed to public traffic.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Tezpore Ghat to Bindukuri	9-8-94	8·10	
Bindukuri to Balipara	1-9-95	12·00	
			20·10

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on Nahor or Gonserai sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Local Government order—

Tezpore-Balipara Steam Tramway Company order published under the Notification by the Chief Commissioner of Assam, No. 33, dated the 1st June 1895, as to the construction, maintenance and working of the line.

Main provisions of Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than that which is not held under decennial *puttas* or where the holders have not acquired land-holder's rights, provided free of cost. Free use of one side of a provincial or local road is authorised for the purpose of laying the line only.

(ii) *Government aid.**—Supply, free of royalty, of timber for sleepers from Government forests for the first construction of the line only, and a payment by the Tezpore Local Board, of a subsidy of Rs. 5,000 per annum up to the end of March 1914.

* Letter from the Chief Commissioner of Assam, No. 3720, dated the 10th November 1893.

Government of India, Public Works Department letter No. 139 R.C., dated the 2nd February 1894.

Railway Board's letter No. 342 R.T, dated the 22nd February 1909.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—Certain rates for carriage of passengers and goods have been fixed, but the full control over charges of all kinds is reserved by the Chief Commissioner.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, Postal Officers and servants on duty.—Conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—After the line has been opened for 15 years and thereafter at terms of 7 years each, the Government, by giving 12 months' previous notice, have the right to terminate the contract and take over the line by paying to the Company the value of the property as a dividend-earning investment together with a bonus of 20 per cent over and above such value.

It has since been decided not to give notice of purchase to the Company on the 1st September 1909 and to defer purchase.

[Telegram from the Government of Eastern Bengal and Assam, No. 804-R, dated the 22nd July 1909.]

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 41}}{\text{Sub-head (a)}}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Table I.									Table II.	
Calendar year. (1)	Mileage open at end of each year. (2)	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. (3)	Gross earnings. (4)	Net earnings. (5)	Percentage of net earnings on total capital outlay given in column (3). (6)	Subsidy from District Board. (7)	Total income (8)	Percentage of total income on total capital outlay given in column (3). (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1902 .	20·10	4,87,240	85,012	21,651	4·44	5,000	26,651	5·47	81	74·53
1903 .	20·10	4,87,240	94,742	27,739	5·69	5,000	32,739	6·71	91	70·72
1904 .	20·10	4,87,240	88,463	17,291	3·55	5,000	22,291	4·57	85	80·45
1905 .	20·10	4,87,240	1,03,380	27,082	5·56	5,000	32,082	6·58	99	73·80
1906 .	20·10	4,87,240	1,14,740	34,976	7·18	5,000	39,976	8·20	110	69·51
1907 .	20·10	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6·97	107	74·05
1908 .	20·10	4,87,240	88,990	20,972	4·30	5,000	25,972	5·33	86	76·43
1909 .	20·10	4,87,240	85,964	23,618	4·84	5,000	28,618	5·87	84	72·52
1910 .	20·10	4,87,240	94,015	25,945	5·32	5,000	30,945	6·35	90	72·40
1911 .	20·10	4,87,240	1,14,875	31,892	6·54	5,000	36,892	7·57	110	72·23

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 42}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
Siliguri to Kurseong	23-8-80	31·75	
Kurseong to Sonada	1-2-81	9·50	
Sonada to Ghum	4-4-81	5·87	
Ghum to Darjeeling	4-7-81	3·63	
Darjeeling to Darjeeling Bazar	16-6-85	0·25	
			51·00

Details of construction—

Permanent-way.—The line is laid throughout with 41¼-lb. flat-footed steel rails on wooden sleepers. These are being renewed with a special section steel rail, 41¼ lbs. to the yard as required.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri, where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Contract—

Dated the 8th April 1879, *between the Secretary of State and the late Mr. Franklin Prestage*, as to the construction, maintenance, management and working of the railway.

Main provisions of contract—

(i) *Land.*—Government land, and the right to use the existing cart road, to be granted to the Company free of cost. Other land necessary, if any, to be acquired by the Government and transferred to the Company at cost price.

(ii) *Government aid.*—The Government undertakes to pay to the Company any sum required to make up its gross receipts to two lakhs of rupees annually.

(iii) *Distribution of profits.*—After the first five years half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to the Government of the amount expended on the maintenance of the cart road during the same year, or in making good a deficiency in gross receipts.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails and Post Office servants to be carried by the Company in consideration of a payment by the Government of Rs. 10,260 yearly. [No special provision exists as to troops, police, high Government officials and Government stores.]

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } If the railway should not be completed within 18 months, or if at any period it should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sum due to it for permanent improvements to the road or works connected with it.

After the railway has been opened for 25 years (reckoning from the 4th May 1884), and thereafter at intervals of 10 years, the Government has the power, by giving 12 months' previous notice to terminate the contract and take over the line on payment to the Company of its value as a dividend-earning investment, with an additional bonus of 20 per cent over and above such value.

NOTE.—Government relinquished the right to terminate the contract at the end of the 25th year, and decided to allow the terms and conditions of the contract of the 8th April 1879 to continue for a further period of 10 years, *viz.*, to May 1919 *vide* Railway Board's letter No. 1412 R. T., dated the 1st August 1908, to the Secretary to the Government of Bengal, Railway Department.

(viii) *Term of contract.*—None specified.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 42}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	Table I.								Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income. (column 5—column 7.)	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1902 .	51·00	34,96,507	8,50,280	3,78,005	10·81	67,704	3,10,301	8·87	321	55·54
1903 .	51·00	36,13,058	9,61,662	4,16,752	11·54	79,226	3,37,526	9·34	363	56·65
1904 .	51·00	37,38,436	10,45,187	4,75,227	12·71	97,200	3,78,027	10·11	394	54·53
1905 .	51·00	37,51,562	9,72,644	4,09,514	10·91	77,621	3,31,893	8·85	367	57·90
1906 .	51·00	37,43,284	9,80,351	4,01,239	10·72	75,126	3,26,113	8·71	370	59·07
1907 .	51·00	37,53,304	9,49,717	4,29,129	11·43	83,471	3,45,658	9·21	358	54·81
1908 .	51·00	37,47,327	9,44,452	4,21,454	11·24	66,162	3,55,292	9·48	356	55·38
1909 .	51·00	37,72,667	9,89,125	4,39,895	11·66	88,395	3,51,500	9·31	378	55·52
1910 .	51·00	37,94,440	10,03,569	4,41,931	11·65	90,653	3,51,278	9·26	378	55·96
1911 .	51·00	38,51,682	10,29,802	4,44,236	11·53	91,435	3,52,801	9·16	388	56·86

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 43}{\text{Sub-head } (a)}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Foreign line over home line :—

Howrah-Sheakhala Light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line –				
Telkul Ghât (Howrah) to Dumjur	1-7-97	9·20		
Dumjur to Bargachia	2-10-97	5·87		
Bargachia to Maju	4-5-98	5·50		
Maju to Amta	1-6-98	6·62		
			27·19	
Champadanga branch—				
Bargachia to Jagatbalabpur	2-10-97	1·50		
Jagatbalabpur to Autpur	1-6-04	8·50		
Autpur to Champadanga	24-8-08	6·68		
			16·68	
TOTAL OPEN MILEAGE	...	...		43·87
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Autpur to Rajbulhat (sanctioned on 20th March 1902, but commencement of work not yet authorised).	...	3·50	3·50	3·50
TOTAL LENGTH OPEN AND UNDER CONSTRUCTION OR SANCTIONED.	...	...	...	47·37

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado. A portion of the line has been relaid with steel rails 30 lbs. to the yard.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Agreements and Local Government orders—

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Board.

Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Tramways Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Commissioners.

Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, authorising the construction of a tramway from Howrah to Amta.

Agreement, dated the 3rd May 1897, *between the District Board of Howrah and the Bengal District Road Tramways Company* (*Howrah-Amta*), in amendment of the agreement of 12th June 1889.

Agreement, dated the 16th August 1901 (supplemental to the agreements of 1889 and 1897), *between the District Board of Howrah and the Howrah-Amta Light Railway Company*, as to the construction and working of an extension from Jagatbalabpur to Autpur.

Howrah-Amta Extension order published under the Bengal Government, Railway Department, Notification No. 75-R., dated the 7th April 1902, authorising the construction of the extension from Jagatbalabpur to Autpur.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 43}}{\text{Sub-head (a)}}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—*concld.*

(i) *Land.*—Provided at the cost of Company, other than one side of portions of the road between Howrah and Amta the free use of which is authorised for the purpose of laying the line only.

(ii) *Aid by the District Board.*—The District Board of Howrah either exempt the Company from the tax on account of road cess, or exact only a nominal tax for a period of 21 years, with power of renewal. The Municipal Commissioners reserve the power to levy a fair and equitable rate of rent at the expiration of 20 years.

The District Board also pay to the Company, by way of interest on the capital expended, such sum of money as may be required to make the net profits of the Company equivalent to a dividend at the rate of 4 per cent per annum, provided that the Board is not involved on this account in a greater liability than Rs. 1,100 per annum per mile constructed and opened with a maximum of Rs. 28,000 per annum.

(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital for the time being of the Company is divisible in equal proportions between the District Board of Howrah and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at the end of every 7 years thereafter, the District Board of Howrah, in conjunction with the District Board of Hooghly and the Municipality of Howrah, have by giving 6 months' notice, the right of purchasing the line by paying to the Company its value as a dividend-earning investment, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907)—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1902 .	28·69	12,91,191	2,65,497	1,33,120	10·31	−29,703	1,03,417	8·01	178	49·86
1903 .	28·69	13,15,227	2,77,451	1,35,876	10·33	−30,921	1,04,955	7·98	186	51·13
1904 .	37·19	16,16,304	2,97,790	1,55,718	9·63	−35,715	1,20,003	7·42	170	47·71
1905 .	37·19	16,41,552	3,28,722	1,79,429	10·93	−39,563	1,39,866	8·52	170	45·42
1906 .	37·19	18,23,741	3,51,462	1,77,670	9·74	−38,681	1,38,989	7·62	182	49·45
1907 .	37·19	18,33,829	3,70,554	2,03,338	10·79	−40,536	1,62,802	8·64	192	45·13
1908 .	43·87	21,57,189	3,98,131	1,96,412	9·10	−38,678	1,57,734	7·31	193	50·67
1909 .	43·87	21,80,794	4,37,024	2,10,668	9·66	−40,935	1,69,733	7·78	191	51·79
1910 .	43·87	22,24,279	4,83,490	2,15,230	9·67	−45,732	1,69,498	7·62	212	55·48
1911	43·87	23,03,904	4,99,121	2,52,728	10·97	−53,751	1,98,977	8·63	219	49·30

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 14}{\text{Sub-head } (a)}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Home line over foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Kadamtala to Chanditala	2-8-97	8·88		
Chanditala to Kistrampur	10-9-97	3·75		
Kistrampur to Sheakhala	7-11-97	4·75		
			17·38	
Janai branch—				
Chanditala to Janai.	5-5-98	2·37	2·37	
				19·75

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25-lb. to the yard, laid on cross sleepers of pynkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Agreements and Local Government order—

Agreement dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement dated the 16th July 1889, *between the District Board of Hooghly and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
} as to the grant of a concession of the right to construct, maintain and work a tramway from Howrah to Sheakhala.

The Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1895, authorising the construction of the line from Howrah to Sheakhala.

Agreement dated the 10th January 1898, *between the District Board of Hooghly and the Bengal District Road Tramways Company (Howrah-Sheakhala)*, providing for an increase in the amount of subsidy guaranteed to be paid by the District Board.

Main provisions of agreements and Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than one side of portions of the road between Howrah and Sheakhala, the free use of which is authorised for the purpose of laying the line, subject to the reservation in the case of the Municipal Commissioners of Howrah of the power of levying a fair and equitable rate of rent per mile of line for the use of the roads within their jurisdiction after the expiration of 20 years from date of agreement.

(ii) *Aid by the local authority.*—The District Board of Howrah, for 21 years, with power of renewal, exempt the company from the tax on account of road cess, or exact only a nominal tax; and the District Board of Hooghly guarantee to make up the net profit of the Company equivalent to a dividend of 4 per cent per annum on the capital actually paid up and expended, subject to a maximum of Rs. 950 per annum per mile of line constructed and open.

(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital outlay are divisible between the District Board of Hooghly and the Company in proportion of 1-3rd to the former and 2-3rds to the latter.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 44}}{\text{Sub-head (a)}}$. HOWRAH-SHEAKHALA LIGHT RAILWAY (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vi) *Power of the Local authority to determine agreement.*—The District Board of Howrah or that of Hooghly, each in conjunction with the other and with the Municipal Commissioners of Howrah, have the right of determining the agreement and purchasing the line after 21 years from the date of the Local Government order authorising its construction. If purchased by the District Board of Howrah the price will be equal to the value of the whole line, *plus* a bonus of 20 per cent thereon; if purchased by the District Board of Hooghly the price will be the value of the whole line, *plus* a bonus of 15 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907)—

Table I.									Table II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year *i e*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1902 . . .	19·75	6,16,373	82,019	31,739	5·15	—550	31,189	5·06	73	61·30
1903 . . .	19·75	6,22,091	87,019	33,387	5·37	—1,037	32,350	5·20	77	61·65
1904 . . .	19·75	6,17,193	86,257	34,139	6·34	—2,747	36,392	5·90	76	54·63
1905 . . .	19·75	6,19,894	88,266	38,128	6·15	—2,419	35,709	5·76	78	56·80
1906 . . .	19·75	6,23,896	90,595	37,047	5·94	—2,548	34,499	5·53	80	59·11
1907 . . .	19·75	6,24,966	95,232	39,226	6·28	—2,728	36,498	5·84	84	58·81
1908 . . .	19·75	6,33,209	1,01,052	34,303	5·42	—2,987	31,316	4·94	89	66·05
1909 . . .	19·75	6,50,158	1,07,476	38,522	5·92	—3,595	31,927	5·37	104	64·16
1910 . . .	19·75	6,56,173	1,19,792	63,350	9·65	—5,032	58,318	8·88	116	47·11
1911 . . .	19·75	6,56,138	1,26,090	62,171	9·48	—4,666	57,505	8·76	123	50·68

Number $\frac{\text{Main head 45}}{\text{Sub-head (a)}}$. JAGADHRI LIGHT RAILWAY (2′ 0″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Jagadhri station to Jagadhri city	11-8-11	3·31	3·31

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed steel rails laid on sâl and deodar sleepers.

Ballast.—The line is ballasted for about a furlong in one place only, and the remainder is being ballasted gradually with brick bats.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Local Government order—

The Jagadhri Light Railway Company order of 1908, published under the Punjab Government Notification No. 754, dated the 15th December 1909, as to the construction, maintenance and working of a steam tramway from Jagadhri station to Jagadhri city.

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 47}}{\text{Sub-head (a)}}$. JAGADHRI LIGHT RAILWAY (2′ 0″ gauge)—*concld.*

Main provisions of Local Government order—

(i) *Land.*—Except the portions of the District Board and provincial roads in the district of Ambala which the line is authorised to cross, all land for the purpose of the undertaking is provided at the cost of capital.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not
(*b*) Government bullion and coin.— } specified.

(vi) *Power of the Government to determine contract.*—At the expiry of 21 years after first opening throughout for traffic, or at subsequent intervals of 10 years, the local authority, by giving 12 months' notice, has the right to terminate the contract and purchase the undertaking, with the previous sanction of the Local Government, by paying to the Company 25 times the yearly average net earnings of the line during the 3 years preceding the purchase with a maximum of 120 and minimum of 100 per cent of the cost price.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)]—None specified.

Statistics of working—

Table I.						Table II.	
Calendar year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	3·31	1,05,600	7,903	503	0·47	9	93·64

Number $\frac{\text{Main head 46}}{\text{Sub-head (a)}}$. JORHAT (PROVINCIAL) RAILWAY (2′ 0″ gauge)—

This line, originally known as the "Kokila Mookh tramway" or the "Kokila Mookh State railway," was constructed for the convenience of the numerous tea-gardens in the neighbourhood of Jorhat.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
Main line—				
Gosaigaon to Jorhat	15-12-84	7·00		
Jorhat to Dhali river	15-12-84	9·50		
Dhali river to Titabar	16-7-87	1·75		
Extension of line from Gosaigaon to Borghop (cold weather line) .	22-10-01	4·75		
Borghop to a point further down the river	3-12-11	2·00		
			25·00	
Mariani branch—				
Chenimara Junction to Mariani	7-1-85	7·00		
			7·00	
				32·00

Details of construction—

Permanent-way.—Excepting 2·51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails, 30 lbs. to the yard, and about a mile between Jorhat and Chenimara, which is laid with steel rails, 25 lbs. to the yard, the rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—The ruling gradient is about 1 in 800, except on the Jorhat-Chenimara section where it is 1 in 400.

APPENDIX 9—*concld.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 46 / Sub-head (a). JORHAT (PROVINCIAL) RAILWAY (2′ 0″ gauge)—*concld.*

Contract—

Nil.—The construction of the line out of Provincial revenues by the Administration of Assam was approved by the Government of India in their letter No. 691 R. C., dated the 11th August 1882. The maintenance and working of the line are carried on by the Provincial Government.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

	TABLE I.							TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902	30·00	8,95,693	86,641	—3,655	...	36,237	—39,892	57	104·22
1903	30·25	9,03,343	90,710	13,594	1·50	36,408	—22,814	58	85·01
1904	30·25	9,03,781	74,293	—3,840	...	36,260	—40,100	47	105·17
1905	30·25	9,08,441	78,600	2,458	0·27	36,480	—34,022	48	96·87
1906	31·75	9,09,185	92,540	12,995	1·43	32,515	—19,520	59	85·96
1907	31·75	9,29,798	91,667	523	0·06	31,723	—31,200	55	99·43
1908	31·75	9,29,930	1,01,098	11,258	1·21	31,681	—20,423	62	88·86
1 09	31·65	9,52,583	99,533	11,283	1·18	31,748	—20,465	60	88·66
1910	30·00	9,68,204	95,976	7,529	0·78	31,959	—24,430	59	92·16
1911	32·00	9,72,295	1,09,457	31,354	3·22	32,885	—1,531	70	71·35

Number Main head 47 / Sub-head (a). PIPAR ROAD-BHAVI LIGHT RAILWAY (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
Pipar Road to Bhavi	25-11-10	19·00	19·00		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Bhavi to Bilara (sanctioned on 7th March 1912)*	...	6·00	6·00	25·00	* Construction commenced, in 1911, in anticipation of sanction.

Details of construction—

Permanent-way—The permanent-way consists of 24-lb. steel rails on deodar and sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 478 feet.

Gradients.—The ruling gradient is 1 in 600—except in the section from mile 6·38 to mile 6·76 and from mile 7 to mile 7·53, where the gradient is 1 in 100 in cuttings.

Agreement—

Nil.—The line was constructed and is owned and worked by the Jodhpur Durbar.

Statistics of working—

	TABLE I.					TABLE II.	
Calendar year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Miles.	Rs.	Rs.	Rs.		Rs.	
1910	19·00	1,95,767	1,732	632	0·32	17	63·51
1911	19·00	2,51,555	15,996	5,246	2·08	16	67·20

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.		2 (a) Twist and yarn, European.		2 (b) Twist and yarn, Indian.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), (*g*) & (*h*).	Bengal-Nagpur	333	6,669	2,766,950	73,73,954	11,393	1,61,811	3,407	25,380	16,894	2,02,730
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	1,118	24,466	217,308	4,25,803	182,588	20,01,824	1,185	22,530	13,925	2,06,141
3	...	Eastern Bengal*	2,544	28,407	923,762	9,00,215	2,792	16,679	1,045	9,887	5,037	44,840
4	...	East Indian*	4,003	1,00,256	7,548,391	2,47,89,357	31,243	2,68,580	1,166	35,193	14,868	1,52,516
5	...	Great Indian Peninsula*	2,698	79,858	752,767	24,01,377	284,980	65,34,574	12,346	2,32,008	17,621	2,17,085
6	...	Madras and Southern Mahratta*	1,201	19,710	178,127	10,93,405	121,468	15,04,695	8,173	87,047	18,883	2,11,043
7	(*a*) & (*b*)	Nizam's Guaranteed State	169	2,358	384,675	12,27,571	6,977	50,039	3,636	37,267	3,282	40,086
8	(*a*) to (*l*)	North Western*	5,372	1,44,569	456,812	10,16,750	96,584	9,58,817	1,163	23,160	8,403	1,58,912
9	(*a*) & (*b*)	Oudh and Rohilkhand	2,482	27,386	157,247	3,83,158	6,132	32,502	1,737	16,388	6,351	56,371
10	...	South Indian*	593	8,548	19,532	45,033	56,729	3,53,887	3,212	35,665	14,984	1,46,373
		3′ 3⅜″ gauge.										
11	...	Assam-Bengal	324	3,970	64,881	2,28,394	6,873	44,094	340	2,173	640	4,835
12	...	Bengal and North-Western	1,092	16,397	128,369	2,44,901	5,379	39,203	141	1,663	5,117	66,157
13	...	Bengal Dooars	154	1,523	24,604	1,04,818	7	70	18	94	88	456
14	(*a*) & (*b*)	Bhavnagar	238	1,619	5,665	6,909	23,622	1,14,907	20	157	1,194	5,908
15	(*a*) & (*b*)	Burma	793	12,622	11,862	78,021	6,599	29,714	1,695	25,957	1,001	14,248
16	...	Dibru-Sadiya	...	...	570,809	5,58,849	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar	248	1,107	6,943	7,184	9,049	49,369	4	36	592	2,509
7	(*c*)	Hyderabad-Godavari Valley	155	3,201	6,097	20,508	23,054	2,75,886	492	8,181	916	15,217
18	...	Jamnagar	21	77	364	264	503	3,198	1	9	65	266
19	(*a*) to (*d*)	Jodhpur-Bikaner	435	4,718	17,501	21,118	20,268	70,983	13	76	1,650	12,184
20	...	Junagad	91	555	546	800	4,526	19,129	5	36	168	703
21	...	Morvi	10	79	1,089	508	6,280	36,715	...	...	51	288
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	1,165	20,005	245,383	3,73,571	95,239	9,74,548	705	12,306	17,013	3,18,301
22	(*a*) & (*b*)	Rohilkund and Kumaon	408	3,242	6,172	4,980	623	3,058	217	1,043	2,243	10,286
23	...	Udaipur-Chitorgarh	6	54	758	727	3,084	13,639	2	13	69	552
		2′ 6″ gauge.										
25	...	Arrah-Sasaram Light	...	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
28	...	Barsi Light	30	190	1,586	3,636	10,546	35,598	66	305	404	1,404
29	...	Bukhtiarpore-Bihar Light	...	...	...	...	...	...	...	...	...	...
30	...	Champaner-Shivrajpur Light	...	3	16	8	...	...	...	...	...	...
31	...	Cutch	...	...	772	1,902	3,658	3,868	55	183	...	...
32	...	Dehri-Rohtas Light	...	...	1,544	2,495	...	...	...	...	...	...
33	...	Dholpur-Bari	3	9	350	233	324	812	...	...	19	50
1	(*d*)	Mourbhanj	1	3	...	...	8	14	...	...	46	154
1	(*f*)	Parlakimedi Light	1	2	375	159	...	...	...	...	201	210
22	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light	37	254	263	353	158	673	2	10	24	124
40	...	Tarkessur-Magra Light	...	...	303	417	...	...	4	10	...	...
41	...	Tezpore-Balipara Light	..	...	6,453	17,408	21	152	...	...	...	...
		2′ 0″ gauge.										
42	...	Darjeeling-Himalayan	193	5,544	3,260	27,964	4	106	1	21	85	2,776
43	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
45	...	Jagadhri Light	1	3	...	...	14	5	...	...	...	...
46	...	Jorhat (Provincial)	...	...	...	...	...	...	...	...	...	...
47	...	Pipar Road-Bhavi Light	...	...	94	224	41	132	14	30	14	23
		Total 1911	26,009	5,17,403	14,517,090	4,13,62,974	1,021,646	1,35,99,371	40,935	5,78,528	151,848	18,94,543
		Total 1910	22,020	4,64,878	13,908,171	3,85,41,284	1,312,476	1,78,40,964	41,724	5,68,917	156,722	19,49,259
		Increase	3,989	52,525	6,08,919	28,21,690	...	...	...	9,611	...	...
		Decrease	...	...	...	...	290,830	42,41,593	789	...	4,874	54,711

*Including 3′ 3⅜″ and 2′ 6″ gauge railways.

DIX 10.

earnings therefrom during the calendar year 1911.

and is therefore not the same as the total production and imports.]

III.								IV.		V.								
COTTON.						Total.		Chemicals, excepting saltpetre.		DRUGS.								Number.
MANUFACTURED.										1. Intoxicating other than opium.		2. NON-INTOXICATING.				Total.		
(c) Piece-goods, European.		(d) Piece-goods, Indian.		(e) Others.								(a) Medicinal preparations.		(b) Others.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
9,284	1,10,909	10,017	1,56,711	426	6,609	51,421	6,64,150	919	16,437	41	1,106	...	...	947	14,431	988	15,537	1
25,999	7,49,407	17,772	2,53,261	1,062	25,628	242,531	32,58,791	2,462	42,450	25	768	251	7,164	1,821	29,635	2,097	37,567	2
26,686	3,07,204	4,265	36,112	...	...	39,825	4,14,723	3,502	35,582	1	10	357	5,236	1,164	18,568	1,522	23,814	3
60,850	14,64,540	10,124	1,55,269	1,053	66,254	121,204	21,42,352	8,130	1,26,630	91	1,851	919	35,882	2,041	34,981	3,051	72,714	4
53,671	13,37,943	25,860	4,39,997	1,866	44,130	396,324	88,06,637	3,136	64,976	117	4,078	514	15,358	2,882	51,644	3,513	71,080	5
16,051	2,32,079	12,450	1,84,155	1,037	14,307	178,062	22,35,126	3,481	31,396	22	209	640	15,030	3,237	39,374	3,899	64,613	6
2,533	33,370	1,398	19,636	98	1,280	18,074	1,82,578	253	2,807	5	22	82	1,254	636	4,965	722	6,241	7
24,527	6,64,375	37,227	8,13,299	1,490	35,471	169,414	26,54,034	5,321	10,751	294	6,256	818	28,848	8,082	1,21,023	9,194	1,50,227	8
11,595	90,057	7,050	60,906	774	8,911	33,639	2,65,255	2,196	20,928	107	2,444	255	4,366	690	7,119	1,052	13,930	9
10,325	1,54,508	6,622	82,382	1,002	12,586	92,574	7,85,299	1,977	26,606	348	2,172	447	12,699	4,121	36,157	5,216	51,028	10
2,942	30,823	1,023	7,013	16	115	11,834	89,053	541	4,665	...	...	172	2,567	237	1,651	409	4,218	11
20,911	2,12,139	6,943	71,559	767	9,646	29,248	4,00,357	24,788	1,12,131	116	1,728	106	1,714	1,854	20,574	2,076	24,046	12
786	6,273	...	...	24	206	903	7,090	1,150	14,602	...	...	38	577	4	70	42	647	13
369	2,146	1,052	6,690	1	5	26,258	1,29,813	53	427	...	3	22	197	57	337	70	537	14
8,075	1,18,188	1,192	17,792	397	5,870	18,959	2,11,769	96	1,485	1	10	265	5,603	411	4,457	677	10,070	15
...	...	...	...	190	1,776	190	1,776	...	...	...	...	...	...	163	1,603	163	1,603	16
312	1,750	912	4,189	264	1,276	12,033	59,129	85	388	6	28	41	215	23	144	70	387	17
1,009	16,219	1,100	15,809	1	31	26,572	3,31,343	18	201	5	60	18	263	33	530	56	853	7
14	108	75	453	...	...	658	4,734	16	71	...	...	7	44	21	76	28	120	18
2,662	23,634	3,871	27,596	140	1,134	28,604	1,35,607	579	4,240	15	280	50	663	581	5,139	646	6,082	19
216	1,476	239	1,392	...	...	5,154	22,736	26	130	...	...	11	64	69	303	80	367	20
14	84	235	1,398	18	121	6,198	34,606	18	137	...	...	35	184	...	...	35	184	21
28,161	3,57,852	26,239	5,90,400	990	16,729	168,347	22,70,136	832	9,166	54	1,155	87	1,307	1,790	30,142	1,931	32,604	2
1,681	10,732	2,128	14,465	104	640	6,994	40,224	1,198	7,844	31	418	36	267	441	3,936	508	4,621	22
274	2,453	356	3,387	7	58	3,792	20,102	5	45	1	12	...	1	23	179	24	192	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
303	1,818	583	3,311	63	491	11,965	42,927	29	116	...	2	5	25	47	190	52	217	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
8	16	18	43	1	3	27	62	...	...	...	...	...	1	2	12	2	13	30
136	442	...	...	1	3	3,840	4,496	...	1	...	...	3	9	1	3	4	12	31
...	...	2	4	...	...	2	4	...	...	...	...	...	...	...	...	...	...	32
37	114	28	72	...	...	406	1,048	...	...	...	...	...	...	6	12	6	13	33
61	191	1	5	2	7	118	371	6	18	75	155	...	...	...	...	75	155	1
17	30	17	19	...	...	235	259	4	14	...	...	12	16	...	...	12	16	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
733	4,341	62	271	3	18	982	5,437	102	246	...	1	2	10	16	60	18	71	39
34	85	1	4	...	...	39	99	5	10	...	...	2	5	2	3	4	8	40
...	...	...	...	...	...	21	152	...	...	...	...	...	...	14	93	14	93	41
348	10,501	157	5,095	22	567	617	19,066	23	557	...	...	117	2,322	21	643	138	2,965	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	5	4	...	...	19	9	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
26	50	32	67	53	123	180	425	...	...	...	...	...	...	...	...	...	...	47
310,620	59,45,855	179,152	29,72,766	12,772	2,53,985	1,716,973	2,52,45,053	61,355	6,27,057	1,365	22,778	5,312	1,42,022	31,736	4,31,054	38,403	5,95,854	
289,586	59,98,783	180,340	29,28,516	13,230	2,43,136	1,994,078	2,95,29,575	41,271	4,91,638	1,226	22,013	4,709	1,24,521	36,216	4,79,288	42,151	6,25,822	
21,034		..	44,250	...	10,849	...	...	20,084	1,35,419	129	765	603	17,501	...	...	...	...	
...	52,928	1,188	...	458	...	277,105	42,84,522	...	...	...	...	...	...	4,480	48,234	3,749	29,968	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	VI															
			Dyes and Tans.															
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.		(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a)to(c), (e), (g) & (h)	Bengal-Nagpur . .	59	690	730	6,863	29	532	29,247	3,12,253	1,544	3,220	7,843	73,534	851	12,366	40,353	4,09,498
2	(a), (c) to (g) & (o) & (p)	Bombay, Baroda and Central India.	1,874	40,175	345	2,942	36	573	106	858	1,498	11,357	2,652	44,672	2,060	31,962	8,571	1,32,539
3	...	Eastern Bengal* . .	...	...	352	3,218	95	953	...	...	...	...	3,672	23,965	749	11,130	4,868	39,266
4	...	East Indian* . .	776	17,125	1,523	19,868	1,017	21,044	6,711	44,454	4,9 2	7,329	6,252	1,11,158	4,852	47,788	26,106	2,70,366
5	...	Great Indian Peninsula*	3,275	75,628	1,394	33,094	185	4,216	30,326	2,12,174	12,256	61,704	15,565	2,68,754	7,593	34,146	70,394	6,89,806
6	...	Madras and Southern Mahratta.*	832	10,931	186	1,803	696	10,491	6,057	28,853	37,831	2,16,754	21,624	1,49,574	1,622	17,003	68,851	4,35,409
7	(a) & (b	Nizam's Guaranteed State.	420	4,476	32	296	10	159	230	1,613	5,770	22,056	2,685	24,442	218	2,255	9,365	55,297
8	(a) to(l)	North Western* . .	813	21,868	94	891	1,051	23,294	295	3,612	2,783	10,270	5,318	86,213	15,229	1,09,492	25,583	2,75,640
9	(a) & (b)	Oudh and Rohilkhand	260	2,294	379	2,960	83	835	188	1,293	668	2,125	2,287	23,933	584	6,386	4,449	39,826
10	...	South Indian* .	563	5,598	210	1,999	200	1,864	1,833	9,311	10,5 8	45,681	6,423	43,768	1,307	17,197	21,104	1,25,318
		3′ 3¾″ gauge.																
11	...	Assam-Bengal . .	...	..	23	1 9	.	...	...	.	70	210	176	2,052	13	176	282	2,557
12	...	Bengal and North-Western.	242	2,557	1,531	15,259	969	6,816	192	1,449	36	191	4,132	38,250	918	8,144	8,020	74,705
13	...	Bengal Dooars . .	...	...	3	19	...	...	...	...	...	...	50	308	49	578	102	905
14	(a)&(b)	Bhavnagar . . .	64	308	3	15	2	13	26	113	37	174	81	533	286	1,259	509	",415
15	(a)&(b)	Burma . .	2	18	1,673	19,767	...	2	202	1,993	154	1,415	2,112	16,583	164	1,963	4,307	41,741
16	...	Dibru-Sadiya . .	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...
17	(a)&(b)	Gondal-Porbandar .	72	297	10	34	2	6	8	35	9	24	36	190	141	544	278	1,130
7	(c)	Hyderabad-Godavari Valley.	21	397	134	2,116	18	260	35	221	731	1,473	535	6,101	198	942	1,675	11,510
18	...	Jamnagar . . .	6	17	1	3	...	.	5	18	1	2	19	85	23	80	55	205
19	(a) to(d)	Jodhpur-Bikaner . .	119	1,042	8	60	75	693	47	246	1,824	10,592	376	2,655	3,257	10,147	5,706	25,435
20	...	Junagad . . .	14	72	2	11	...	1	9	33	...	1	65	302	54	278	144	698
21	...	Morvi	3	16	1	—12	1	4	2	5	81	211	15	68	1	2	104	294
2	(b) & (h) to (n)	Rajputana-Malwa .	1,766	27,692	277	3,032	115	1,813	330	3,291	2,294	12,177	3,025	32,330	2,402	21,673	10,299	1,02,008
22	(a) & (b)	Rohilkund and Kumaon.	14	77	598	3,712	8	25	32	151	85	137	703	3,880	91	532	1,531	8,514
23	...	Udaipur-Chitorgarh .	17	109	...	...	2	11	1	5	8	37	50	340	18	115	96	617
		2′ 6″ gauge.																
25	...	Arrah-Sasaram Light .	..	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
27	...	Baraset-Basirhat Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Barsi Light . . .	15	63	50	135	3	8	16	61	55	181	521	1,583	138	481	798	2,512
29	...	Bukhtiarpore-Bihar Light.	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...
30	...	Champaner-Shivrajpur Light.	...	...	...	...	...	...	...	...	...	1	1	1	2	3	3	5
31	...	Cutch	1	2	...	...	...	..	8	21	...	...	9	25	21	50	39	98
32	...	Dehri-Rohtas Light .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	...	Dholpur-Bari . .	...	...	...	...	...	...	...	...	...	...	1	5	...	...	1	5
1	(d)	Mourbhanj . . .	...	...	3	8	...	...	362	640	...	...	18	59	1	3	384	710
1	(f)	Parlakimedi Light .	...	...	...	...	...	...	34	33	106	92	109	105	1	2	250	232
22	(e)	Powayan Light . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light.	...	...	7	23	...	5	3	13	21	78	125	694	...	1	156	814
40	...	Tarkessur-Magra Light.	...	...	...	...	...	...	...	...	...	...	2	2	1	1	3	3
41	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
42	...	Darjeeling-Himalayan .	...	...	7	156	...	5	...	...	...	...	6	141	93	2,095	106	2,397
43	...	Howrah-Amta Light .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
45	...	Jagadhri Light . .	...	...	...	...	...	...	...	...	...	...	6	6	2	1	8	7
46	...	Jorhat (Provincial) .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
47	...	Pipar Road-Bhavi Light	...	...	...	...	...	2	...	...	...	...	6	12	6	10	12	24
		Total 1911 .	11,231	2,11,452	9,579	1,18,424	4,597	76,525	76,355	6,23,049	83,395	4,07,582	86,520	9,56,712	42,846	3,38,790	314,512	27,32,536
		Total 1910 .	9,174	1,79,780	9,671	1,17,984	4,135	72,629	115,552	7,92,961	71,934	3,75,388	81,238	8,12,244	34,421	3,95,992	326,125	27,46,978
		Increase .	2,057	31,672	...	437	462	3,896	...	...	11,461	32,194	5,282	1,44,468	8,414	...	...	
		Decrease .	...	...	92	...	...	...	39,197	1,69,912	...	...	...	...	...	57,197	11,613	14,442

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1911.

and is therefore not the same as the total production and imports.]

VII. Fodder								VIII.		IX.—(*Continued on following page.*) Grain and Pulse								Number.
(1) Oil-cake.		(2) Hay, straw and grass.		(3) Bran.		Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.		(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
9,062	41,532	6,512	31,093	561	3,966	16,135	76,591	12,773	1,01,529	82,914	5,81,860	1,646	5,818	52,952	1,57,442	294,567	20,81,566	1
8,267	52,580	87,381	5,19,406	2,311	12,659	97,959	5,84,645	33,264	1,75,196	117,582	6,18,316	140,663	7,90,699	17,420	61,224	68,737	4,41,563	2
16,917	42,378	25,381	50,759	1,022	6,260	43,220	99,397	32,068	1,49,065	111,528	3,55,551	...	...	1,62,819	5,58,587	162,745	4,20,402	3
51,579	2,75,192	25,720	91 953	2,3 4	10,139	79,893	3,77,284	14 31	1,23,617	303,506	25,68,212	30,306	73,703	67,582	2,30,739	343,228	16,70,811	4
10,141	70,152	40,060	1,84,267	18,845	1,34,344	69,046	3,93,763	17 7 2	3,69,110	274,689	26,57,336	217,597	20,62,006	2,963	14,780	163,679	12,22,278	5
18,396	80,361	12,695	68,871	2,983	13,398	34,074	1,62,630	69,243	4,60,702	1 3,692	12,82,311	83,413	5,91,159	112,504	6,33,280	266,910	16,40,016	6
2,038	12,459	2,864	9,506	2,084	9,205	6,986	31,170	2,109	14,680	23,036	1,03,785	24,537	1,56,284	605	3,837	53,849	3,52,072	7
24,859	91,540	81,249	2,81,062	11,979	59,419	118,087	4,22,021	44,141	3,33,459	442,116	38,90,905	109,972	7,10,516	34,601	1,17,587	198,174	13,65,873	8
7,737	26,356	17,868	66,941	...	...	25,605	93,297	14,837	60,436	155,172	6,14,588	32,497	1,52,677	2,823	14,512	38,677	1,98,917	9
26,161	1,37,736	2,004	6,793	2,128	12,469	30,293	1,56,998	66,604	4,36,188	122,797	5,79,823	16,106	91,002	269,926	13,00,246	226,509	9,97,460	10
5,361	22,487	752	4,138	452	2,915	6,565	29,540	4,307	30,986	10,651	65,008	...	...	8,876	24,586	44,186	1,59,369	11
11,116	29,707	8,753	36,997	1,617	6,105	21,486	72,809	76,371	1,70,604	151,970	6,90,626	3,177	12,240	60,505	2,42,777	284,593	14,01,504	12
1,239	7,814	276	1,877	11	104	1,576	9,795	138	1,295	6,745	16,041	...	...	4,659	8,515	4,231	11,616	13
1,190	4,397	1,955	5,743	247	1,056	3,392	11,196	1,622	5,894	4,466	15,697	28,232	90,980	98	264	8,399	30,121	14
1,810	9,532	1,960	6,024	14,885	44,504	18,655	60,050	46,747	3,67,183	22,904	1,46,287	1,655	10,516	843,748	12,22,963	140,826	6,81,671	15
...	...	...	...	...	...	...	...	...	...	2,421	12,081	...	...	...	...	20,279	82,278	16
423	1,141	5,007	8,947	153	323	5,583	10,611	2,900	8,233	3,615	8,850	15,807	36,249	56	155	4,925	15,746	17
1,765	7,589	1,245	3,930	2,220	10,680	5,230	22,199	478	5,331	14,895	1,02,505	15,289	1,17,048	534	442	23,875	1,25,084	7
20	94	521	1,038	43	110	583	1,242	457	1,796	625	1,397	3,895	6,490	19	26	1,036	2,253	18
364	1,408	4,836	11,712	1,749	4,130	6,949	17,248	4,436	19,873	74,535	2,63,020	39,285	1,97,470	4,176	10,638	44,168	1,82,493	19
118	402	3,044	5,641	100	268	3,262	6,311	1,388	4,700	1,198	2,961	3,792	10,285	94	223	2,382	8,185	20
33	115	2,386	6,925	167	625	2,586	7,665	1,158	5,034	3,549	13,042	11,216	39,234	36	139	442	1,108	21
7,629	31,542	30,626	1,06,302	2,820	16,184	41,075	1,54,028	31,027	2,24,893	167,100	12,56,734	211,114	13,04,363	5,073	22,615	75,128	4,98,498	2
825	2,659	2,830	4,076	367	1,035	4,022	7,820	4,218	21,885	42,841	1,18,923	19,799	58,270	6,783	20,116	9,555	26,807	22
7	19	1,434	4,264	8	14	1,479	4,297	122	766	1,179	5,546	81	222	...	1	639	2,513	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	27
54	150	19	23	...	..	73	173	68	196	3,699	12,835	6,703	20,171	400	1,128	2,486	7,225	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
4	7	8	14	...	...	12	21	12	20	46	94	36	56	2	3	106	146	30
...	1	39	44	103	236	142	281	110	299	989	2,265	2,580	5,149	...	...	1,115	2,808	31
...	...	3	10	...	...	3	10	...	...	..	...	...	...	1	2	32	59	32
32	55	93	160	1	1	125	216	13	26	548	933	143	244	5	8	271	470	33
21	72	43	135	1	4	65	211	67	192	99	253	...	...	102	128	2,828	4,812	1
...	...	14	20	2	2	16	22	96	93	925	858	...	1	198	158	204	170	1
..	...	...	...	...	...	...	...	...	...	1,300	1,589	...	...	...	...	...	...	22
2,753	6,187	95	336	...	...	2,848	6,523	57	212	2,641	5,423	451	981	418	897	1,889	4,586	39
771	1,076	35	38	3	3	809	1,117	1,843	1,713	75	95	...	...	896	980	134	157	40
665	1,918	...	125	...	...	665	2,043	...	...	283	1,321	...	...	...	...	138	515	41
31	290	19	262	74	1,154	124	1,706	59	1,361	1,198	12,009	...	11	34	256	11,210	1,27,839	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	1	2	1	2	8	15	18	13	12	9	...	...	142	88	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
2	2	4	13	...	...	6	15	...	...	37	53	54	70	...	...	22	31	47
211,340	9,49,284	368,660	15,19,345	69,330	3,56,364	649,330	28,24,947	5,16,392	30,96,714	2,475,593	1,60,10,045	1,020,058	65,33,922	1,660,902	76,52,254	2,502,306	1,37,99,115	
205,319	9,26,580	288,162	13,15,897	...	...	493,481	22,42,477	445,122	27,53,934	2,033,614	1,26,39,638	622,789	41,93,588	1,491,377	63,84,368	2,269,346	1,26,34,440	
6,021	23,658	80,498	2,03,448	69,330	3,56,364	155,849	5,82,470	71,270	3,42,780	441,979	33,70,407	397,269	23,40,334	169,525	12,67,886	232,960	11,64,675	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	IX—*concld.*									
			Grain and Pulse—*concld.*								Hides	
			(5) Wheat.		(6) Wheat flour.		(7) Others.		Total.		Hides (a) Dressed or tanned.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), (*g*) & (*h*)	Bengal-Nagpur	122,155	10,82,995	6,617	42,214	4,721	21,048	565,572	39,72,952	...	...
2	(*a*), (*e*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India.	117,936	7,62,086	9,970	66,705	34,198	2,33,984	506,506	20,74,577	9	100
3	...	Eastern Bengal *	7,056	26,248	14,010	93,970	5,628	20,358	463,786	14,75,114	...	...
4	...	East Indian*	402,943	22,69,946	40,349	2,80,979	141,179	7,86,001	1,419,093	78,80,390	359	2,811
5	...	Great Indian Peninsula*	321,305	33,53,074	20,263	1,48,826	51,949	4,42,218	1,050,535	98,97,518	2	44
6	...	Madras and Southern Mahratta*	19,093	1,46,407	10,586	1,00,218	52,409	3,83,887	738,607	47,77,278	736	8,455
7	(*a*) & (*b*)	Nizam's Guaranteed State	2,492	14,191	1,765	12,044	918	4,773	107,202	6,46,986	2	26
8	(*a*) to (*l*)	North Western *	1,290,804	1,57,15,984	82,782	3,43,861	204,188	18,61,744	2,402,637	2,40,08,470	264	1,507
9	(*a*) & (*b*)	Oudh and Rohilkhand	246,721	14,2 ,421	21,062	1,11,114	110,827	4,60,012	607,778	27,73,241	...	...
10	...	South Indian*	1,394	9,696	5,604	38,169	29,192	1,50,442	671,528	31,62,838	967	9,368
		3′ 3½″ gauge.										
11	...	Assam-Bengal	19	58	2,019	15,513	205	1,137	65,956	2,95,671	...	...
12	...	Bengal and North-Western	106,666	6,01,46	5,235	35,937	148,571	6,20,758	760,707	36,05,304	1	7
13	...	Bengal Dooars	4	12	973	5,704	36	195	16,648	42,983	...	...
14	(*a*) & (*b*)	Bhavnagar	5,507	16,236	234	948	6,013	19,421	52,944	1,73,067	1	5
15	(*a*) & (*b*)	Burma	1,564	4,064	7,776	59,003	1,830	12,121	1,020,303	51,36,625	14	135
16	...	Dibru-Sadiya	...	...	...	...	546	3,569	23,246	97,928	...	...
17	(*a*) & (*b*)	Gondal-Porbandar	7,451	17 80	99	309	5,159	13,957	37,112	93,067	1	6
7	(*c*)	Hyderabad-Godavari Valley	8,3 6	69,037	541	3,609	768	4,091	64,218	4,21,816	1	6
18	...	Jamnagar	2,084	5,874	64	130	1,142	1,995	8,845	18,165	2	8
19	(*a*) to (*d*)	Jodhpur-Bikaner	168,615	5,85,873	3,069	15,531	122,598	4,24,857	456,446	16,79,687	...	4
20	...	Junagad	1,627	4,742	87	311	1,491	4,455	10,671	31,162	...	...
21	...	Morvi	4,368	16,334	151	575	215	653	20,007	71,085	...	...
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	248,705	12,30,578	13,191	84,313	157,214	10,14,637	877,534	54,11,678	340	4,549
22	(*a*) & (*b*)	Rohilkund and Kumaon	64,123	1,44,978	2,427	7,169	42,500	1,20,534	188,028	4,96,797	...	...
23	...	Udaipur-Chitorgarh	749	2,912	84	469	2,006	8,053	4,738	19,716	...	...
		2′ 6″ gauge.										
25	...	Arrah-Sasaram Light	...	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
28	...	Barsi Light	533	1,657	45	145	226	765	14,092	43,926	...	...
29	...	Bukhtiarpore-Bihar Light	...	...	...	...	...	...	...	...	...	...
30	...	Champaner-Shivrajpur Light	23	69	184	389	36	86	433	843	...	...
31	...	Cutch	1,319	3,187	60	101	987	1,577	7,030	15,077	1	...
32	...	Dehri-Rohtas Light	4	5	...	...	...	...	37	66	...	...
33	...	Dholpur-Bari	23	43	19	39	514	991	1,553	2,728	..	...
1	(*d*)	Mourbhanj	...	1	43	143	3	7	3,075	5,344	...	...
1	(*f*)	Parlakimedi Light	22	20	8	8	102	96	1,459	1,311	...	...
22	(*c*)	Powayan Light	1,861	2,353	...	...	5,328	6,342	8,489	10,284	...	...
39	...	Shahdara (Delhi)-Saharanpur Light.	24,448	51,581	258	570	1,206	2,532	31,311	66,570	...	...
40	...	Tarkeswar-Magra Light	...	...	79	89	4	4	1,188	1,325	...	...
41	...	Tezpore-Balipara Light	...	...	...	...	..	...	421	1,886	...	...
		2′ 0″ gauge.										
42	...	Darjeeling-Himalayan	3	57	1,478	24,399	261	3,457	14,184	1,68,02	..	...
43	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
45	...	Jagadhri Light	782	550	20	15	117	58	1,091	733	...	...
46	...	Jorhat (Provincial)	...	...	...	...	...	..	...	...	...	...
47	...	Pipar Road-Bhavi Light	401	766	7	11	190	235	711	1,166	...	...
		Total 1911	3,181,216	2,73,62,236	251,159	14,93,530	1,134,487	66,31,050	12,225,721	7,94,82,152	2,690	27,031
		Total 1910	2,584,542	2,36,65,809	226,492	13,24,555	559,653	26,68,384	9,787,813	6,35,10,782	2,554	22,340
		Increase	596,674	36,96,427	24,667	1,68,975	574,834	39,62,666	2,437,908	1,59,71,370	136	4,691
		Decrease	...	...	...	...	...	...	...	...	..	...

*Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

earnings therefrom during the calendar year 1911.

and is therefore not the same as the total production and imports.]

X.								XI.		XII.		XIII.						
AND SKINS.												JUTE.						
(1) OF CATTLE.		(2) SKINS OF SHEEP, ETC.				TOTAL.		Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.		(2) Gunny bags and cloth.		TOTAL.		NUMBER.
(b) Raw.		(a) Dressed or tanned.		(b) Raw.														
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
10,976	98,817	...	...	2,919	17,553	13,895	1,16,400	493	4,015	7,547	56,038	21,476	37,886	24,687	2,51,419	46,363	2,89,304	1
2,056	22,896	23	310	3,793	42,529	5,881	65,835	213	3,479	3,015	33,515	105	1,065	13,2?5	99,742	13,400	1,00,807	2
23,982	1,57,233	...	...	2,878	16,542	26,760	1,73,775	41	240	18,760	30,102	997,517	63,31,875	32 386	98,812	1,0?9 90?	64,30 687	3
28,500	4,01,?17	11	100	11,754	1,41,877	40,624	5,48,905	1,065	9 ?79	31,?89	2,44,802	77,829	2,29,7 4	78,8 0	11,? 9,075	156,?30	3,?8 7 99	4
6,162	,09,600	5	166	14,581	2,25,820	20,750	3,35,627	1,267	21,14	7,166	84,680	377	4,255	32,257	3,33,338	32,634	3,37,593	5
9,043	93 557	1,951	3,793	29,509	3,05,512	41,302	4,31,317	1,059	9,201	5,988	28,420	3,637	19,592	30,215	2,26,154	33 852	2,45,746	6
675	5,175	8	81	2,?76	21,?54	3,041	26,536	227	,749	800	7,?82	2?	154	4,630	36,378	4,636	?6,512	7
16,549	1,78 ,34	356	2,052	12,?53	,42,322	30,0.2	3,25,814	590	5 5?5	701	5,849	153	89?	?3,593	4 43,128	5?, 46	4,41,02	8
7,534	45, 67	...	...	4,?76	18,409	12,3 6	63,976	958	5,?18	15,432	49,?46	190	824	14,534	86,008	14,?24	8 ,8??	9
3,547	,9,9.2	1,535	25,775	8,866	63,150	14,915	4,28,285	463	,,3?6	10,226	61,171	...	...	19,?2?	1,30,300	19,122	1,30,300	10
1,?29	15,?90	...	...	17	168	1,246	15,467	9	119	207	1,762	97,4?2	2,28,?39	1,183	7 3?3	98,585	2,35,522	11
10,?3?	75,126	5	51	3,016	22,225	13,?45	97,409	119	817	11,568	74,619	11,127	59,?60	22,508	1,36,825	?3 633	1,95,?8?	12
4 8	,,?31	...	..	27	1?0	445	,,872	4	44	...	...	12,663	34, 04	386	1,920	13 010	36,?24	13
127	?92	3	13	183	1,?05	314	1,9 5	15	69	...	...	1	7	?88	3. 0?	?89	3 ?09	14
5,6?7	?2,9.7	4	54	142	1,?53	5,817	54,221	186	?,150	...	1	58	397	13,?71	84,800	18,?29	85,197	15
...	...	...	...	...	...	...	...	...	...	...	...	... 2	... 16	... 680	... 2,?59	... 682	... 2,?75	16
139	?9?	...	...	310	1,?30	?50	1,?26	15	?4	...	...	...	19	2,? 8	22,?42	2 ?38	22,?6?	17
332	3,?65	4	23	633	6,?30	?70	9,?24	45	663	177	1,?70	...	...	... 89	261	??	261	7
14	?6	...	...	33	155	49	22?	39	22	...	..	... 12	... 58	4,?94	15,?05	4,?06	15,?63	18
1,?2?	?,?76	...	2	1,?30	11,?68	2,?59	20,?50	12	?5	58	361							19
73	?34	...	...	69	?68	142	?52	5	13	...	... 5	1 ...	5 ...	305 ?18	1,?21 ?47	306 ?18	1,?26 ?47	20
45	?16	...	..	?6	?39	131	?55	11	?9	1								21
3,?06	?6,?62	25	?82	5,?42	?6,?26	?,?? 3	?8,?19	128	?61	?,?95	?4,?02	?14	3,?28	17,?39	1,?? 150	17,?53	1,?3,?78	2
1,?76	?,?? ?	...	...	571	?,?76	?,?47	?0,??0	??	?,?6	?,?25	?,?72	?50	1,?29	?,?15	?4,?77	?,?65	?5,?06	22
17	?0	...	...	142	?37	159	?27	...	...	12	?6	...	2	?86	?34	?60	?36	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
39	204	...	...	150	541	189	745	8	32	85	339	...	2	1,453	?,?81	1,453	?,?83	28
...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
6	19	...	...	...	2	6	21	...	...	...	...	... 7	... 22	6 47	14 ?12	6 54	14 ?34	30
...	...	...	...	...	...	1	...	4	10	?3	?03	...	...	?2	20	?2	20	31
1	?	...	...	...	...	1	?	...	...	...	...	...	...	...	...	...	...	32
8	19	...	...	3	10	11	29	..	..	35	84	...	...	32	?2	32	?2	33
20	?3	...	...	3	13	?3	?6	1	?	...	1	1	?	116	316	117	318	1
?28	?12	...	...	?38	?00	?66	?12	?8	?7	...	...	5	5	?3	?4	?8	?9	1
..	.	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	22
?48	2,?80	...	...	16	71	?64	2,?51	7	?5	?4	?28	14	53	641	1,?47	655	2,?00	39
19	?8	...	...	3	4	?2	?2	...	...	...	...	580	785	11	?3	591	?08	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
?15	?,?77	...	...	5	?2	?20	?,?49	?3	?03	...	4	2	?6	?47	1,?84	?49	?,?30	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	3	2	3	2	...	...	...	...	...	...	23	23	23	23	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
26	65	...	...	3	7	29	?2	...	...	...	...	...	...	16	29	16	29	47
133,706	13,51,374	3,933	53,792	106,692	10,92,613	247,021	25,27,810	7,056	69,273	120,424	6,99,702	1,223,740	69,53,152	380,054	32,25,934	1,603,794	10179086	
114,944	11,90,785	3,723	52,237	111,287	11,19,225	232,508	23,84,587	7,567	75,633	128,303	7,49,668	1,130,127	63,88,111	354,514	29,69,306	1,484,641	93,57,417	
18,762	1,63,589	210	1,555	...	...	14,513	1,43,223	...	...	...	...	93,613	5,65,041	25,540	2,56,628	119,153	8,21,669	
...	...	...	...	4,595	26,612	...	...	511	6,360	7,879	49,966	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XIV.		XV.									
			Lac.		LEATHER.									
					(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.												
1	(*a*) to (*c*), (*e*),(*g*) &(*h*).	Bengal-Nagpur	13,838	1,52,239	1,176	11,532	...	...	1,176	11,532	492	3,563	3,011	24,293
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	73	713	1,172	12,107	955	14,643	2,127	26,750	1,479	19,073	9,363	69,798
3	...	Eastern Bengal*	1,256	9,858	37	223	6	71	43	294	224	2,424	2,222	24,136
4	..	East Indian*	20,640	3,00,511	1,314	46,404	513	12,519	1,827	58,923	5,151	62,158	5,988	1,10,494
5	...	Great Indian Peninsula*	1,078	9,634	1,070	16,103	730	16,063	1,800	32,166	6,798	90,075	10,949	98,460
6	...	Madras and Southern Mahratta*	120	1,128	5,962	95,354	1,692	23,201	7,654	1,18,555	4,630	35,797	4,572	40,760
7	(*a*) & (*b*)	Nizam's Guaranteed State	19	186	1,147	14,992	53	628	1,200	15,520	1,177	8,131	313	4,911
8	(*a*) to (*l*)	North Western*	631	6,073	3,198	46,818	1,399	22,150	4,597	68,968	6,646	98,594	7,602	1,41,626
9	(*a*) & (*b*)	Oudh and Rohilkhand	347	1,901	142	1,223	125	1,143	267	2,366	1,870	14,558	2,611	27,492
10	...	South Indian*	322	2,159	256	2,194	245	2,252	501	4,446	2,590	24,601	5,533	52,870
		3′ 3¾″ gauge.												
11	...	Assam-Bengal	688	2,710	...	5	6	72	6	77	182	1,771	998	7,176
12	...	Bengal and North-Western	1,445	3,810	305	1,455	43	817	348	2,272	79	562	2,119	27,268
13	...	Bengal Dooars	3	58	...	...	...	...	..	...	15	146	286	2,948
14	(*a*) & (*b*)	Bhavnagar	7	40	115	541	22	98	137	639	4	10	100	633
15	(*a*) & (*b*)	Burma	557	4,710	106	1,347	53	673	159	2,020	2,552	18,880	633	11,719
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar	3	14	53	233	62	247	115	480	2	7	60	396
7	(*c*)	Hyderabad-Godavari Valley	15	147	44	361	36	860	80	1,221	129	888	146	923
18	...	Jamnagar	2	5	4	23	2	9	6	32	..	...	9	54
19	(*a*) to (*d*)	Jodhpur-Bikaner	390	2,169	362	3,051	121	1,200	483	4,251	43	382	249	1,898
20	...	Junagad	...	3	26	89	9	39	35	128	8	24	23	122
21	...	Morvi	10	38	40	193	9	38	49	231	1	5	13	98
2	(*b*) & (*k*) to (*n*).	Rajputana-Malwa	530	4,958	1,069	9,871	396	4,653	1,465	14,524	1,935	15,487	2,237	28,453
22	(*a*) & (*b*)	Rohilkund and Kumaon	104	478	9	51	29	204	38	255	702	3,022	571	3,217
23	...	Udaipur-Chitorgarh	2	9	16	114	1	11	17	125	...	1	6	63
		2′ 6″ gauge.												
25	...	Arrah-Sasaram Light	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Barsi Light	...	3	32	151	6	42	38	193	1	4	87	354
29	...	Bukhtiarpore-Bihar Light	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Champaner.Shivrajpur Light	...	...	...	..	...	1	...	1	...	...	11	29
31	...	Cutch	...	...	21	41	8	16	29	57	...	...	1	2
32	...	Dehri-Rohtas Light	2	3	...	...	...	...	...	...	...	...	...	...
33	...	Dholpur-Bari	...	...	...	...	...	...	...	...	...	...	...	...
1	(*d*)	Mourbhanj	2	4	...	...	...	...	...	...	...	...	1	2
1	(*f*)	Parlakimedi Light	...	...	...	...	...	...	...	...	1	1	47	48
22	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light	2	10	15	70	1	5	16	75	...	...	4	20
40	...	Tarkessur-Magra Light	4	3	...	...	...	...	...	...	...	...	...	...
41	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	35	154
		2′ 0″ gauge.												
42	...	Darjeeling-Himalayan	3	61	4	97	3	82	7	179	409	3,139	255	7,010
43	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...
45	..	Jagadhri Light	1	1	...	...	...	...	...	...	...	...	...	...
46	...	Jorhat (Provincial)	...	...	...	...	...	...	...	...	...	...	...	...
47	...	Pipar Road-Bhavi Light	...	...	3	7	...	...	3	7	...	...	...	...
		TOTAL 1911	42,094	5,08,636	17,698	2,64,650	6,525	1,01,637	24,223	3,66,287	37,120	4,03,303	59,064	6,86,407
		TOTAL 1910	68,488	8,42,203	17,425	2,50,443	6,842	1,09,545	24,267	3,59,988	37,474	4,00,978	52,189	6,14,543
		INCREASE	...	...	273	14,207	...	...	...	6,299	...	2,325	7,875	71,864
		DECREASE	26,394	3,33,567	...	...	317	7,908	44	...	354	...	...	...

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

therefrom during the calendar year 1911.

and is there or not the same as the total production and imports.]

XVI.		XVII—(*continued on following page*).																NUMBER.
LIQUORS.		METALS.																
(3) All other sorts, including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.		(2) Brass manufactures.		(3) Copper, unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.						
												Unwrought (dust, slag, pig and old for re-manufacture).		WROUGHT.				
														(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures, including hardware and cutlery.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	3,503	27,856	1,042	9,990	1,393	18,253	376	4,884	173	3,618	4,510	25,751	18,393	1,43,038	5,067	36,855	5,567	74,539	1
1,538	11,073	12,330	98,944	3,425	66,295	897	13,300	1,740	37,100	565	9,382	714	6,154	48,470	5,68,111	9,962	1,31,196	8,042	1,08,413	2
...	...	2,446	26,560	398	4,310	4,160	39,891	560	820	810	8,820	...	...	56,466	3,69,527	3,345	20,740	14,170	1,43,485	3
492	2,677	11,631	1,75,319	2,569	35,363	7,781	1,01,756	831	16,086	1,311	28,452	42,682	2,00,983	71,240	7,97,979	11,526	1,31,517	21,719	3,18,465	4
64	357	17,711	1,88,892	5,468	91,816	3,890	63,710	3,320	44,049	1,941	42,554	2,622	24,241	81,526	10,63,468	13,309	2,11,491	17,941	3,10,239	5
12,883	73,435	22,085	1,49,992	1,092	14,615	3,277	39,898	1,000	14,830	609	8,059	1,885	10,874	25,121	2,27,590	6,558	82,042	24,380	2,51,707	6
2,687	12,447	4,177	25,489	140	1,358	519	5,314	36	263	137	1,628	130	913	4,445	36,090	692	7,413	2,573	23,478	7
240	3,786	14,488	2,44,006	1,356	14,182	2,041	34,337	864	17,101	1,108	18,704	4,474	35,568	57,915	8,46,608	6,087	1,06,920	23,022	3,83,151	8
38	332	4,519	42,382	1,100	6,781	3,071	26,330	198	1,202	358	3,169	1,384	7,812	11,752	70,215	1,145	8,795	10,233	72,051	9
1,070	4,755	9,193	82,226	1,824	20,686	3,356	32,993	425	3,831	481	4,758	4,163	19,010	21,310	1,60,497	3,738	34,737	10,637	1,26,237	10
...	...	1,180	8,947	8	63	360	4,273	...	...	13	112	414	772	11,364	60,383	1,056	13,297	3,551	38,552	11
...	...	2,198	27,830	819	7,553	1,701	18,004	64	689	439	5,702	1,293	6,753	8,304	48,640	1,100	9,718	7,295	52,180	12
...	...	301	3,094	26	122	164	985	...	...	...	...	207	2,248	1,727	17,086	610	12,234	1,786	21,975	13
...	...	104	643	59	233	494	1,736	64	231	230	1,047	28	69	2,023	6,427	299	957	1,391	5,350	14
313	1,594	3,498	32,193	14	146	398	4,115	13	169	105	1,109	354	2,052	5,611	40,525	3,026	26,541	11,735	85,304	15
355	2,719	355	2,719	...	...	...	...	...	...	...	...	2,662	18,383	...	...	...	...	...	...	16
...	4	71	407	22	98	183	799	12	68	129	555	24	61	929	2,011	269	921	1,355	4,694	17
255	1,557	530	3,368	41	—162	296	3,544	91	1,778	221	4,284	68	699	3,903	38,057	398	4,384	1,538	17,475	7
1	4	10	58	12	26	24	90	5	13	13	47	41	93	182	427	18	64	151	511	18
4	38	296	2,308	170	1,185	260	2,910	67	359	69	710	403	1,653	5,359	28,509	497	2,679	1,657	12,771	19
...	...	31	146	20	68	54	216	23	62	56	276	18	41	590	1,847	110	351	349	1,368	20
13	88	27	191	17	68	33	195	2	12	10	62	...	...	40	128	195	892	821	3,476	21
641	1,509	4,813	45,449	4,408	51,973	2,666	28,018	2,013	20,443	467	6,099	1,470	8,214	29,446	1,99,729	4,806	51,119	8,101	74,313	2
...	...	1,273	6,239	143	651	894	5,846	12	74	119	810	251	793	734	2,796	450	2,522	3,758	15,878	22
...	...	6	64	6	43	10	82	...	4	5	38	4	20	309	1,488	39	206	169	971	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
37	100	125	458	7	26	160	783	11	41	80	415	5	21	5,152	14,554	215	729	321	1,337	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
...	...	11	29	...	...	...	1	...	...	...	..	1	6	137	175	37	68	20	56	30
...	...	1	2	5	15	7	13	1	3	11	73	...	...	281	748	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	109	290	3	5	...	...	32
...	...	...	...	...	...	7	19	...	...	...	...	80	160	1	4	8	15	28	65	33
...	...	1	2	...	...	23	74	...	...	...	...	19	51	51	144	10	29	22	66	1
...	...	48	49	...	...	3	8	1	1	1	1	30	25	98	98	2	2	41	45	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
11	49	15	69	77	278	130	522	...	...	6	24	108	427	341	945	98	339	438	1,525	39
...	...	...	...	...	...	4	5	...	...	...	...	..	...	129	163	2	2	26	46	40
...	...	35	154	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	664	10,149	13	325	30	736	15	396	4	133	47	1,103	715	16,385	122	2,728	524	11,294	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	238	274	...	...	1	1	...	...	206	137	...	...	194	215	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	1	2	6	...	...	1	4	...	...	109	291	...	...	...	1	47
20,642	116524	117,726	12,06,234	24,281	3,28,108	38,216	4,48,836	11,744	1,64,518	9,482	1,50,646	70,150	3,74,950	474,722	47,65,710	74,799	9,01,507	183,555	21,62,173	
17,121	95,051	106,684	11,10,575	22,874	3,34,942	38,931	4,46,479	10,368	1,66,292	8,430	1,18,043	49,007	2,71,297	404,017	41,90,166	70,029	8,79,887	159,941	18,60,147	
3,521	21,470	11,042	95,659	1,407	...	...	2,357	1,376	...	1,052	32,603	21,143	1,03,653	70,705	5,75,544	4,770	21,620	23,614	3,02,026	
...	...	...	...	...	6,834	655	...	...	1,774	...	...	...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XVII—*concld.* Metals—*concld.* (6) Metallic ore.		(7) Others.		Total.		XVIII. Mineral substances. (1) Marble and stone.		(2) Chalk and lime.		(3) Others.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	553,391	9,78,621	2,871	42,610	622,783	13,38,159	123,770	1,56,815	48,937	1,94,251	4	85
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India.	46,870	1,87,172	4,467	66,837	125,152	11,93,960	114,583	2,06,702	28,356	36,24[illegible]	123	557
3	...	Eastern Bengal*	...	...	23,311	59,375	106 220	6 46,927	27 510	25,949	23,174	53,308	...	...
4	...	East Indian*	48	740	8,153	1,43 424	167,840	17,71,765	317,642	7,20,169	121,850	7,[illegible]1 866	2,141	40,276
5	...	Great Indian Peninsula* ...	372,350	27,48,550	4,241	70,233	506,608	46,70,351	102,429	5,27,472	44,208	72,050	12	188
6	...	Madras and Southern Mahratta* ...	100,763	5,10,357	4,507	55,253	169,191	12,15,242	125,588	2 77,959	24,535	44 381	924	5,465
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...		497	5,632	9,169	82,004	33 8[illegible]	92,033	[illegible]88	2, 21	...	...
8	(*a*) to (*l*)	North Western*	615	6,960	3,579	56,299	101,091	15,19 850	319 7-8	3,6[illegible],464	112,38	2,05,723	[illegible]31	1,433
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	1	5	3,085	21,446	32,327	2,17,896	80,447	1, 5 732	31,6 6	39,87[illegible]	16,201	12,615
10	...	South Indian*	73	419	2,882	36,450	48,589	4,3[illegible],648	245,113	2,17,346	18,540	60,502	3,[illegible]49	13,397
		3′ 3½″ gauge.												
11	...	Assam-Bengal	3	42	1,011	10,824	17,780	1,28,378	39,872	1,23,883	3,241	10 02[illegible]	1	11
12	...	Bengal and North-Western ...	2	14	3,199	24,833	24,305	1,71,0[illegible]6	31,274	49,.89	15,3[illegible]9	47,67[illegible]	18	121
13	...	Bengal Dooars	...	...	642	8,19[illegible]	5, 62	[illegible]2,849		4	68	4,03[illegible]	..	...
14	(*a*) & (*b*)	Bhavnagar	...	...	212	1,029	4,800	17,079	29,666	27,395	1,8 2	2,[illegible]5[illegible]	[illegible]60	502
15	(*a*) & (*b*)	Burma	49,492	3,64,301	11,154	73,943	81,902	5,[illegible]8,196	165,492	2,23,077	26,9[illegible]6	92,548	172	2,070
16	...	Dibru-Sadiya	...	...	4,497	23,178	7,159	41,561	708	1,279	3 192	8,319	21	92
17	(*a*) & (*b*)	Gond l-Porbandar	...	...	1	138	3, 61	10,614	70,351	61,515	2,[illegible]25	4,[illegible]67	62	168
7	(*c*)	Hyderabad-Godavari Valley ...	...	...	1	107	6,7[illegible]3	71,935	2,0 7	8,028	167	9[illegible]	...	...
18	...	Jamnagar	...	...	14	61	460	1,332	2,859	2,845	59	82	7	15
19	(*a*) to (*d*)	Jodhpur-Bikaner	25	193	742	6,059	9,249	57,0[illegible]8	57,[illegible]29	1,10,529	25,541	35,168	21	102
20	...	Junagad	...	...	27	154	1,247	4 393	18,435	9,309	1,048	915	1,141	849
21	...	Morvi	...	...	44	245	1,[illegible]62	5,078	17,107	12 412	13	182	...	...
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	521	783	4,934	46,159	58,8[illegible]2	4,86,850	110,216	2,34,700	9, [illegible]7	21,106	196	568
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	449	2,123	6,810	31,293	11,015	15,563	4,148	6,288	3	10
23	...	Udaipur-Chitorgarh	...	...	42	305	584	3,157	476	1,094	30	136	...	...
		2′ 6″ gauge.												
25	...	Arrah-Sasaram Light	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Barsi Light	...	...	134	545	6,094	18,454	1,092	2,813	23	83	4	18
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Champaner-Shivrajpur Light ...	43,542	41,217	1	7	43,738	41,530	5	11	52	29	...	...
31	...	Cutch	...	...	5	31	310	883	8	21	41	101	...	...
32	...	Dehri-Rohtas Light	...	...	...	...	172	205	4,529	6,991	2,599	3,751	...	...
33	...	Dholpur-Bari	...	...	6	11	130	274	15,412	7,359	23	44	...	..
1	(*d*)	Mourohanj	...	...	3	9	128	373	10	24	3	7	...	...
1	(*f*)	Parlakimedi Light	...	...	13	49	189	229	89	49	30	25	...	...
22	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light	...	...	60	195	1,318	4,2[illegible]5	690	1,594	784	2,168	...	1
40	...	Tarkessur-Magra Light ...	...	...	16	18	177	234	66	120	180	231	...	...
41	...	Tezpore-Balipara Light ...	..	...	333	2,299	333	2,299	...	...	124	359	...	...
		2′ 0″ gauge.												
42	...	Darjeeling-Himalayan	10	186	273	5,100	1,753	38,386	59	811	973	9,507	...	...
43	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...	...	...	...	...
45	...	Jagadhri Light	...	...	...	...	659	627	41	26	65	49	...	...
46	...	Jorhat (Provincial)	...	...	...	...	...	...	...	...	...	...	...	...
47	...	Pipar Road-Bhavi Light ...	...	...	1	3	107	306	41	87	42	40	161	239
		Total 1911 ...	1,197,735	48,39,562	88,650	7,04,656	2,173,364	1,49,00,666	2,135,378	36,15,395	556,468	17,21,486	24,963	78,739
		Total 1910 ...	1,297,563	54,91,141	89,335	7,23,115	2,150,465	1,44,81,509	2,041,018	34,88,136	493,179	16,25,686	37,540	1,04,212
		Increase ...	...	...	...	41,541	22,899	4,19,157	94,360	1,27,259	63,289	95,800	...	...
		Decrease ...	99,828	6,51,579	685	...	...	...	...	...	...	...	12,577	25,473

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

the earnings therefrom during the calendar year 1911.

and is therefore not the same as the total production and imports.]

Total.		XIX. Oils. (1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		(5) Others.		Total.		Number. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
178,711	3,51,154	42,371	5,01,821	2,381	22,206	1,206	8,785	2,715	17,879	3,417	33,292	52,090	5,83,983	1
143,062	2,43,507	31,467	3,35,517	2,214	14,998	802	10,674	612	3,411	7,256	69,453	42,351	4,34,053	2
50,044	79,257	214,112	5,08,561	193	1,312	1,729	13,978	12,909	62,285	3,178	7,701	232,111	5,93,817	3
441,633	15,22,241	122,467	11,58,904	1,743	14,480	1,944	17,443	7,295	60,001	5,206	73,604	138,095	13,24,432	4
206,709	5,99,710	83,624	11,14,008	1,493	19,363	3,203	44,933	46	601	17,504	2,20,773	105,960	13,99,678	5
151,047	3,27,808	82,781	6,37,416	3,932	27,065	5,048	53,622	6	72	15,657	1,15,963	107,424	8,34,768	6
34,227	94,254	7,994	62,416	778	4,741	116	942	1	18	1,035	8,198	9,924	76,315	7
432,707	5,75,619	54,166	10,00,115	685	8,446	2,694	27,455	3,256	30,825	6,372	73,096	67,173	11,39,937	8
131,334	1,68,256	27,066	1,47,012	737	4,125	108	681	2,103	13,165	1,241	9,879	31,255	1,74,862	9
266,693	2,91,145	52,589	3,47,431	4,571	35,765	5,722	40,561	39	182	20,603	1,04,410	83,524	5,37,379	10
43,114	1,33,920	32,859	1,24,117	43	520	138	1,492	1,672	9,203	224	2,031	34,936	1,37,363	11
46,681	96,982	37,122	1,00,470	749	5,102	180	1,256	2,159	18,827	409	3,228	40,619	1,88,882	12
681	4,043	3,093	12,504	22	207	49	257	670	3,112	79	1,056	3,903	17,136	13
31,708	30,255	1,539	6,125	164	558	84	272	188	370	496	1,086	2,471	9,011	14
192,600	3,23,695	22,675	1,92,936	429	6,110	947	10,294	423	5,103	12,760	1,19,608	37,134	3,34,060	15
3,921	9,690	...	...	...	...	...	...	...	...	12,263	39,012	12,263	39,012	16
72,539	66,680	2,235	6,022	35	148	50	161	24	53	549	2,155	2,893	8,539	17
2,234	8,969	4,168	37,967	364	2,560	101	1,902	1	18	1,078	7,314	5,802	49,761	7
2,925	2,942	528	965	4	19	3	11	2	4	22	93	559	1,092	18
82,561	1,45,790	7,102	48,545	321	1,732	107	310	47	329	1,831	8,476	9,408	59,302	19
20,624	11,073	1,479	5,491	21	71	42	164	10	18	205	657	1,757	6,401	20
17,238	12,594	601	2,228	42	105	10	38	16	42	170	566	839	2,979	21
120,069	2,56 372	19,239	1,36,456	1,144	6,520	314	2,658	1,081	6,944	3,705	24,949	25,483	1,77,526	2
15,196	21,836	3,501	13,227	58	156	7	30	273	1,060	89	833	3,928	15,306	22
506	1,230	314	1,627	15	68	6	35	...	...	73	289	408	2,019	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
1,119	2,914	1,835	9,294	30	95	196	598	...	...	1,748	4,650	3,809	14,637	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
57	40	16	38	...	1	1	2	...	...	5	9	22	50	30
49	122	192	567	1	2	2	5	...	...	11	34	206	608	31
7,128	10,742	1	3	...	...	...	...	...	...	...	...	1	3	32
15,435	7,408	56	160	1	2	...	...	1	3	1	3	59	168	33
13	31	98	263	2	6	2	6	9	33	...	2	111	310	1
119	74	276	154	...	1	2	3	...	...	24	31	302	169	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1,474	3,763	558	1,744	9	21	...	...	43	127	11	52	621	1,944	39
246	361	32	66	6	12	4	15	30	49	1	2	73	144	40
124	359	...	...	...	...	...	...	...	...	73	450	73	450	41
1,032	10,318	1,036	11,961	4	73	3	60	504	6,867	38	825	1,585	19,786	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
106	75	8	12	...	...	...	...	...	...	...	...	8	12	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
244	366	8	22	1	1	...	...	...	...	15	24	24	47	47
2,716,809	54,15,620	850,098	65,86,194	22,182	1,77,200	25,040	2,47,622	36,135	2,40,601	117,349	9,34,434	1,059,804	81,86,051	
2,571,737	52,18,034	736,682	56,53,581	18,694	1,50,069	22,885	2,20,939	31,259	2,14,449	98,137	7,62,674	907,657	70,10,712	
145,072	1,97,586	122,416	9,32,613	3,488	27,131	2,155	17,683	4,876	26,152	19,212	1,71,760	152,147	11,75,339	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over each railway in India

XX—(*continued*

Oil-

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	(1) Castor.		(2) Earthnuts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	1,546	7,242	8,434	76,949
2	(*a*), (*c*) to (*g*) & (*o*) and (*p*).	Bombay, Baroda and Central India ...	9,708	65,705	3,666	37,519
3	...	Eastern Bengal*	159	428	...	...
4	...	East Indian*	32,381	1,89,743	742	4,681
5	...	Great Indian Peninsula*	101,750	6,28,602	74,545	7,14,946
6	...	Madras and Southern Mahratta* ...	48,737	1,97,051	90,945	5,56,212
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	128,219	7,24,820	130	900
8	(*c*) to (*l*)	North Western*	189	1,073	1,555	19,087
9	(*a*) & (*b*)	Oudh and Rohilkhand	6,737	28,756	319	2,740
10	...	South Indian*	7,951	37,034	153,113	6,11,329
		3′ 3¾″ gauge.				
11	...	Assam-Bengal	60	130	5	53
12	...	Bengal and North-Western ...	10,647	20,704	124	929
13	...	Bengal Dooars	...	...	...	...
14	(*a*) & (*b*)	Bhavnagar	2,076	7,552	359	1,452
15	(*a*) & (*b*)	Burma	29	281	1,777	13,086
16	...	Dibru-Sadiya	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar	2,316	7,027	139	548
7	(*c*)	Hyderabad-Godavari Valley ...	721	5,034	41	286
18	...	Jamnagar ...	1,273	1,202	28	121
19	(*a*) to (*d*)	Jodhpur-Bikaner	25	165	124	615
20	...	Junagad	1,620	4,734	32	141
21	...	Morvi	148	504	20	64
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	7,375	20,228	2,401	12,966
22	(*a*) & (*b*)	Rohilkund and Kumaon	5,867	22,240	65	402
23	...	Udaipur-Chitorgarh	11	33	4	19
		2′ 6″ gauge.				
25	...	Arrah-Sasaram Light	...	...	...	...
27	...	Baraset-Basirhat Light	...	...	...	...
28	...	Barsi Light	154	371	20,196	49,878
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...
30	...	Champaner-Shivrajpur Light ...	11	29	1	2
31	...	Cutch	55	71	48	164
32	...	Dehri-Rohtas Light	...	...	...	...
33	...	Dholpur-Bari	162	279	2	6
1	(*d*)	Mourbhanj	14	24	1	2
1	(*f*)	Parlakimedi Light	30	34	47	37
22	(*o*)	Powayan Light	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light ...	34	74	6	36
40	...	Tarkessur-Magra Light	...	...	...	...
41	...	Tezpore-Balipara Light	...	...	...	...
		2′ 0″ gauge.				
42	...	Darjeeling-Himalayan	...	...	26	614
43	...	Howrah-Amta Light	...	...	...	...
44	...	Howrah-Sheakhala Light	...	...	...	...
45	...	Jagadhri Light	...	...	...	...
46	...	Jorhat (Provincial)	...	...	...	...
47	...	Pipar Road-Bhavi Light	...	...	...	...
		Total 1911 ...	370,045	19,80,170	358,895	21,05,784
		Total 1910 ...	248,671	13,45,240	278,566	15,15,770
		Increase ...	121,374	6,34,930	80,329	5,90,014
		Decrease ...	...	...	...	...

* Including 3′ 3¾″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

the earnings therefrom during the calendar year 1911.

and is therefore not the same as the total production and imports.]

on following page).

SEEDS.

(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		(6) Til or jinjili.		NUMBER.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
8	9	0	11	12	13	14	15	16
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
42,196	3,72,184	605	3,093	19,524	1,48,958	42,006	3,23,682	1
39,446	3,32,588	15,003	1,24,550	24,679	2,28,724	21,446	1,41,927	2
30,227	94,139	...	...	37,750	1,51,348	363	1,796	3
273,761	17,80,864	10,162	64,235	202,949	16,53,963	14,499	83,956	4
210,978	24,52,813	15,055	1,93,352	45,855	4,98,719	109,114	11,10,468	5
10,561	1,29,010	531	5,601	3,230	22,657	53,778	3,74,064	6
6,276	15,605	114	763	190	983	33,497	2,29,034	7
3,883	29,814	1,199	8,498	211,676	21,59,732	20,504	1,56,007	8
45,477	2,10,581	11,110	49,291	37,102	1,30,582	5,029	23,349	9
14	142	181	1,179	2,021	10,715	43,344	2,51,552	10
208	596	...	5	4,122	19,312	1,565	4,605	11
143,182	5,97,852	4,105	18,019	63,935	3,06,500	2,316	11,621	12
...	...	...	...	1,033	3,608	...	...	13
...	...	7	29	42	101	3,420	12,374	14
46	127	4	25	5	50	6,032	30,247	15
...	...	...	...	...	...	...	...	16
...	...	3	11	25	99	2,784	7,786	17
33,281	2,45,705	65	563	61	497	5,260	41,102	7
...	1	...	1	6	21	600	1,526	18
6	52	19	84	32,648	1,11,066	6,823	27,398	19
...	1	...	2	4	14	1,049	3,521	20
...	...	2	8	3	12	1,288	4,420	21
44,772	1,59,059	18,654	70,622	54,274	1,78,391	28,260	1,66,242	2
10,509	29,009	2,649	3,593	10,487	30,323	1,983	5,653	22
1	4	807	1,661	2	4	227	771	23
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
13,689	41,398	23	74	129	394	523	1,705	28
...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	30
...	...	...	...	1	1	61	189	31
...	...	...	...	18	39	...	...	32
...	...	...	...	81	130	28	48	33
...	2	...	2	88	220	507	1,093	1
...	...	...	...	3	3	78	73	1
1	4	...	...	1,090	4,152	22	83	22
...	...	...	...	194	137	...	...	39
...	...	...	...	...	...	...	...	40
								41
...	2	...	...	7	134	...	...	42
...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	44
82	59	12	10	...	...	172	119	45
...	...	...	...	...	...	...	...	46
...	...	...	1	7	9	33	40	47
908,596	64,91,611	81,210	5,45,202	753,751	56,61,637	406,811	30,25,751	
614,096	41,29,406	98,310	6,59,352	709,225	51,65,391	479,429	37,71,298	
294,500	23,62,205	...	...	...	4,96,246	...	...	
...	...	17,100	1,14,060	15,474	...	72,018	7,45,547	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over each railway

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XX—*concld.* Oil-seeds—*concld.* (7) Others.		Total.		XXI. Opium.		XXII. Paper and pasteboard.		XXIII Provi (1) Dried fruits and nuts.		(2) Ghee.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.												
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	2[illegible],040	1,19,910	134,351	10,52,018	175	6,674	1,278	19,368	14,879	1,52,363	4,443	68,090
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	92,848	5,34,494	206,796	14,65,507	1,210	42,142	3,508	56,822	25,962	2,43,857	4,476	57,431
3	...	Eastern Bengal*	325	1,310	68,824	2,40,021	31	348	13,748	35,091	1,270	7,943	1,552	13,092
4	...	East Indian*	51,688	3,32,885	586,182	41,10,347	2,956	67,143	14,311	241,914	8,326	1,10,703	18,850	4,07,571
5	...	Great Indian Peninsula* . .	241,612	24,80,679	799,609	80,88,579	240	6,419	4,831	71,358	41,916	6,29,068	14,664	2,13,604
6	...	Madras and Southern Mahratta*	141,688	13,06,224	340,470	25,90,849	61	1,632	2,312	29,831	52,933	4,21,544	8,135	80,432
7	(*a*) & (*b*)	Nizam's Guaranteed State .	12,557	42,000	180,983	10,14,105	...	1	788	8,120	9,070	85,397	648	5,904
8	(*a*) to (*l*)	North Western *	16,629	82,823	255,835	24,57,034	117	2,849	5,769	1,02,661	33,293	5,57,203	11,260	1,42,494
9	(*a*) & (*b*)	Oudh and Rohilkhand . .	19,963	86,372	125,737	5,31,671	612	14,618	5,766	44,669	2,373	20,027	2,790	19,454
10	...	South Indian *	633	4,403	207,297	9,16,414	...	...	5,181	93,946	3,508	20,189	2,198	24,686
		3′ 3½″ gauge.												
11	...	Assam-Bengal	69	347	6,029	25,048	4	62	450	3,901	941	8,413	281	3,653
12	...	Bengal and North-Western .	7,758	35,014	232,067	9,9[illegible],639	3,417	47,638	5,516	14,366	1,746	20,348	4,006	45,817
13	...	Bengal Dooars	151	1,091	1,784	4,699	...	...	66	264	56	160	21	175
14	(*a*) & (*b*)	Bhavnagar	10,328	39,691	16,232	61,199	9	81	178	771	1,480	8,205	1,627	8,415
15	(*a*) & (*b*)	Burma	889	4,637	8,782	48,453	16	234	855	11,994	769	6,445	735	11,220
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...
17	(*a*) & (*b*)	Gondal-Porbandar . . .	12,850	37,473	18,117	52,944	3	25	68	275	1,037	4,165	1,562	8,151
7	(*c*)	Hyderabad-Godavari Valley .	27,142	2,20,165	66,571	5,13,352	...	...	320	4,603	3,263	35,962	411	4,954
18	...	Jamnagar	2,643	4,120	4,750	7,202	7	24	20	51	329	955	109	586
19	(*a*) to (*d*)	Jodhpur-Bikaner . . .	16,728	41,877	56,373	1,81,257	9	115	283	2,285	4,004	19,318	5,636	50,009
20	...	Junagad	6,990	19,762	9,695	28,175	...	5	67	288	561	2,694	932	3,808
21	...	Morvi	5,411	18,389	6,872	23,397	11	95	44	239	248	1,060	85	320
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa . .	83,214	4,71,709	238,950	10,79,217	1,692	25,986	2,793	26,702	17,579	1,76,301	7,220	61,461
22	(*a*) & (*b*)	Rohilkund and Kumaon .	3,312	7,517	34,872	98,737	130	1,851	309	1,856	985	5,636	334	1,977
23	...	Udaipur-Chitorgarh . .	768	2,305	1,820	4,857	14	119	41	283	476	3,191	169	1,101
		2′ 6″ gauge.												
25	...	Arrah-Sasaram Light . .	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light . .	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Barsi Light	11,776	42,210	46,490	1,36,030	2	11	102	453	1,480	4,699	89	343
29	...	Bukhtiarpore-Bihar Light .	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Champaner-Shivrajpur Light .	183	280	195	311	...	4	1	3	42	74	10	21
31	...	Cutch	304	843	469	1,208	1	...	8	25	879	2,865	22	64
32	...	Dehri-Rohtas Light . .	...	...	18	30	...	...	...	...	16	16	8	19
33	...	Dholpur-Bari	271	470	544	942	...	...	...	...	12	26	239	591
1	(*d*)	Mourbhanj	973	2,070	1,583	3,413	...	...	16	42	7	19	25	64
1	(*f*)	Parlakimedi Light . . .	96	91	254	238	...	...	3	5	13	20	...	...
22	(*e*)	Powayan Light	1,626	2,765	1,626	2,765	...	...	...	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light.	2,173	4,149	3,326	8,498	...	...	8	38	167	743	129	328
40	...	Tarkesur-Magra Light . .	1	1	105	138	...	...	4	8	1	2	11	29
41	...	Tezpore-Balipara Light . .	26	152	26	152	...	...	...	...	...	...	...	...
		2′ 0″ gauge.												
42	...	Darjeeling-Himalayan . .	...	...	33	750	...	10	62	1,625	1	45	57	1,008
43	...	Howrah-Amta Light . .	...	...	...	...	...	...	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light .	...	...	...	...	...	...	...	...	...	...	...	...
45	...	Jagadhri Light	24	18	290	206	...	...	...	...	...	...	2	2
46	...	Jorhat (Provincial) . . .	...	...	...	...	...	...	...	...	...	...	...	...
47	...	Pipar Road-Bhavi Light ...	...	...	40	50	...	...	1	2	26	43	41	105
		Total 1911 .	7,93,689	59,48,366	3,672,997	2,57,58,611	10,786	2,18,091	68,707	7,75,879	229,648	25,49,729	92,686	12,37,069
		Total 1910 .	1,022,407	84,99,000	3,510,704	2,50,85,467	15,436	3,16,367	59,624	7,41,762	233,537	26,23,817	94,198	12,28,780
		Increase .	...	...	1,62,293	6,73,154	...	...	9,083	34,117	...	...	...	8,289
		Decrease .	2,28,718	25,50,634	...	...	4,650	98,276	...	...	3,889	74,088	1,512	...

* Including 3′3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

the earnings therefrom during the calendar year 1911.

in India and is therefore not the same as the total production and imports.]

SIONS.				XXIV. RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.												XXV.		NUMBER.
(3) Others.		Total.		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(3) Materials. (a) Steel rails and fish-plates.		(b) Sleepers and keys of steel and cast-iron.		(c) Others.		Total.		Salt.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	33	33	34
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
6,903	84,430	26,225	3,04,883	108	1,304	899	13,387	1,512	12,633	131	672	62,485	2,76,754	65,135	3,04,750	125,607	8,17,183	1
22,181	1,52,745	52,619	4,54,033	159	1,246	483	2,043	4,626	18,007	28	135	18,752	77,106	24,048	98,027	205,046	5,92,725	2
9,580	65,148	12,402	86,183	142	669	860	571	11,950	15,775	11,700	27,808	43,683	77,255	68,335	1,22,168	102,320	4,83,340	3
79,972	9,51,663	107,148	14,69,947	811	5,203	2,075	33,764	25,888	1,47,191	423	1,475	4,87,781	10,59,064	516,978	12,43,787	294,268	12,85,919	4
43,690	4,41,973	100,260	12,84,645	543	2,194	491	2,456	1,584	5,147	8,688	55,455	8,310	45,754	19,526	1,11,006	246,632	22,95,338	5
33,150	2,81,419	94,218	7,83,395	257	1,047	391	12,413	3,962	17,153	44	154	583	11,194	5,237	41,961	140,657	9,53 535	6
3,180	24,860	12,798	1,16,251	...	...	...	...	226	1,301	91	744	..	....	317	2.045	36,888	1,95,039	7
11,335	2,17,307	55.888	9,17,004	320	6,358	4,951	44,745	5,383	46,080	348	1,495	67,689	3,62,564	98,691	4,61,242	141,239	8,77,146	8
3,772	42,222	8,935	81,703	...	...	88	949	720	2,658	191	305	397	6,478	1,396	10,390	55,340	3,15,060	9
55,254	4,20,844	60,960	4,65,719	486	1,523	696	1,876	1,554	3,438	83	362	541	2,393	3,360	9,592	128,167	5,29,281	10
4,430	38,144	5,652	50,210	...	...	28	389	930	6,039	29	299	364	1,094	1,351	7,821	25,429	94,564	11
11,150	71,993	16,902	1,38,158	...	...	...	...	...	...	...	...	...	...	...	...	119,074	5,22,246	12
1,020	8,050	1,097	8,385	...	...	...	...	75	858	...	...	...	...	75	858	5,223	15,761	13
1,986	11,189	5,093	27,809	3	—2	38	169	699	904	446	494	7,385	8,802	8,571	10,366	2,624	4,100	14
41,095	4,24,519	42,599	4,42,184	7	58	...	...	5,807	26,579	698	2,277	345	2,154	6,857	33,068	23,060	2,22,494	15
677	4,736	677	4,736	...	...	...	...	...	...	...	...	...	...	...	...	915	4,773	16
1,622	8,979	4,221	21,295	7	13	...	...	139	161	...	...	4,333	5,053	4,479	5,227	2,615	4,160	17
8,625	40,847	12,299	81,763	...	...	...	...	39	216	52	91	...	...	91	307	14,899	1,20,280	7
505	1,919	943	3,460	.	—2	...	...	9	15	...	...	47	80	56	93	310	499	18
1,711	10,416	11,351	79,773	359	497	507	1,550	2,042	2,641	129	267	7,647	17,372	10,684	22,317	34,902	1,63,315	19
1,198	4,909	2,691	11,411	...	—9	...	...	98	86	...	...	598	323	696	400	1,273	2,186	20
829	3,775	1,162	5,155	...	...	...	...	...	...	12	3	...	12	3		1,352	1,981	21
16,063	1,09,461	40,871	3,47,223	35	365	1	5	586	2,173	77	274	4,132	14,809	4,831	17,626	270,067	23,00,083	2
1,285	6,017	2,604	13,630	...	...	...	...	...	...	...	...	13,931	41,439	13,931	41,439	26,298	1,08,461	22
615	2,211	1,200	6,503	2	31	...	...	...	...	...	...	2	3	4	34	1,224	5,006	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	27
207	1,266	1,866	6,308	...	...	6	2	...	...	...	...	...	...	6	2	7,028	20,551	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
201	618	343	713	...	...	...	...	...	...	...	...	40	82	40	82	27	41	30
21	70	922	2,999	2	5	...	...	25	59	...	...	14	18	41	82	...	...	31
...	...	24	35	...	...	...	...	...	...	...	...	...	...	...	...	29	62	32
9	21	269	638	...	...	...	...	...	...	...	...	1	2	1	2	250	552	33
17	52	49	135	...	...	...	...	...	...	...	...	4,006	7,689	4,006	7,689	1,182	2,206	1
99	112	112	132	...	...	...	...	...	...	...	...	1	1	1	1	855	366	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,561	3,488	22
336	1,027	632	2,009	...	...	...	...	...	...	...	...	...	...	...	...	1,377	2,706	39
51	104	63	135	...	...	...	...	...	...	...	...	...	...	...	...	182	211	40
15	87	15	87	...	...	...	...	...	...	...	...	58	302	58	302	42	250	41
2,819	40,357	2,877	41,410	...	...	...	...	...	...	...	...	...	...	...	...	1,410	22,073	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	53	83	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
1	1	68	149	...	...	...	...	...	...	...	...	...	...	...	...	143	162	47
365,774	34,73,491	688,103	72,60,289	3,241	20,580	11,424	111318	67,854	3,11,204	23,170	92,400	753,125	20,17,785	858,814	25,53,287	2,021,198	1,19,67,526	
397,505	37,40,152	725,240	75,92,749	2,348	12,101	14,085	57,831	93,573	4,83,435	16,205	65,701	586,751	14,86,136	712,962	21,05,204	2,160,821	1,22,77,391	
...	...	...	...	893	8,479	...	53,487	...	...	6,965	26,699	166,374	5,31,649	146,852	4,48,083	...	...	
31,731	2,66,661	37,132	3,32,460	...	...	2,061	...	25,719	1,72,231	..	...	...	...	...	...	79,623	3,00,865	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway system.	XXVI. Saltpetre and other saline substances.						XXVII. Silk.									
			(1) Saltpetre.		(2) Other saline substances.		Total.		(1) Raw.				(2) Piece-goods.				Total.	
									(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.			
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h).	Bengal-Nagpur	314	2,930	1,234	9,386	1,548	12,316	...	...	425	7,387	...	...	...	33	425	7,420
2	(q), (c) to (g) & (o) & (p).	Bombay, Baroda and Central India.	2,064	14,001	1,566	20,865	3,630	34,866	295	6,489	74	869	31	1,795	66	1,796	466	10,949
3	...	Eastern Bengal*	58	493	6,805	24,240	6,863	24,733	...	...	337	2,713	...	...	...	1	337	2,714
4	...	East Indian*	18,207	1,86,779	18,991	1,32,287	37,198	3,19,066	...	...	329	4,066	...	...	85	2,818	414	6,884
5	...	Great Indian Peninsula*	1,438	11,838	3,101	39,097	4,539	50,935	115	1,860	28	845	56	2,479	12	151	211	5,335
6	...	Madras and Southern Mahratta.*	613	5,032	446	4,749	1,059	9,781	114	2,224	173	3,098	2	37	3	46	292	5,405
7	(a) & (b)	Nizam's Guaranteed State.	150	1,137	705	4,933	855	6,070	...	6	...	4	1	17	...	1	1	28
8	(a) to (l)	North Western*	7,011	41,775	9,213	73,897	16,224	1,15,672	175	2,845	267	17,404	27	674	20	574	489	21,497
9	(a) & (b)	Oudh and Rohilkhand	1,332	6,230	530	2,403	1,862	8,633	...	...	1	3	2	10	1	1	4	14
10	...	South Indian*	663	4,116	32	199	695	4,315	4	31	16	223	...	...	8	116	28	370
		3′ 3⅜″ gauge.																
11	...	Assam-Bengal	...	...	269	1,332	269	1,332	...	...	46	494	...	...	7	71	53	565
12	...	Bengal and North-Western.	10,874	41,010	6,005	23,402	16,879	64,412	...	...	1	8	1	17	10	84	12	109
13	...	Bengal Dooars	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	(a) & (b)	Bhavnagar	48	190	5	13	53	212	2	17	...	...	...	...	...	...	...	...
15	(a) & (b)	Burma	...	5	36	407	36	412	72	1,739	13	252	17	528	...	4	102	2,523
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	(a) & (b)	Gondal-Porbandar	66	122	...	2	66	124	1	2	...	...	...	...	...	...	...	...
7	(c)	Hyderabad-Godavari Valley.	66	674	121	1,038	187	1,712	2	33	2	28	...	2	...	...	1	5
18	...	Jamnagar	9	26	...	2	9	28	2	4	3	6	...	...	...	2	4	63
19	(a) to (d)	Jodhpur-Bikaner	339	1,562	1,351	6,058	1,690	7,620	17	76	...	3	...	6	...	3	5	13
20	...	Junagad	14	53	1	4	15	57	...	1	...	...	...	1	...	...	17	85
21	...	Morvi	14	40	14	48	28	88	...	...	...	...	...	...	...	...	...	2
2	(b) & (k) to (n).	Rajputana-Malwa	5,820	39,862	2,589	19,261	8,358	59,123	195	7,635	18	795	31	614	27	516	271	9,560
22	(a) & (b)	Rohilkund and Kumaon	298	551	2,089	4,714	2,387	5,265	...	...	...	...	...	...	...	...	...	...
23	...	Udaipur-Chitorgarh	28	163	87	450	115	613	...	...	...	...	...	...	...	...	...	...
		2′ 6″ gauge.																
25	...	Arrah-Sasaram Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Barset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	Barsi Light	33	97	38	143	71	240	...	...	1	4	...	...	1	7	2	11
29	...	Bakhtiarpore-Bihar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	..	Champaner-Shivrajpur Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	...	Cutch	3	7	3	7	6	14	...	...	...	...	...	...	...	...	...	...
32	...	Dehri-Rohtas Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	...	Dholpur-Bari	1	3	4	10	5	13	...	...	...	...	...	...	...	...	...	...
1	(d)	Mourbhanj	...	...	2	6	2	6	...	...	3	7	...	...	...	...	3	7
1	(f)	Parlakimedi Light	6	6	...	1	6	7	...	...	...	...	...	...	...	...	...	...
22	(e)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light.	117	343	30	71	147	414	...	...	...	...	...	...	...	...	...	...
40	...	Tarkessur-Magra Light.	...	...	22	32	22	32	...	...	2	6	...	...	...	...	2	6
41	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
42	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
43	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
45	...	Jagadhri Light	...	...	212	90	212	90	...	...	...	...	...	...	...	...	...	...
46	...	Jorhat (Provincial)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
47	...	Pipar Road-Bhavi Light	1	2	4	7	5	9	...	...	...	...	...	...	...	...	...	...
		Total 1911	49,587	3,59,056	55,454	3,69,154	1,05,041	7,28,210	994	22,962	1,739	38,217	169	6,184	240	6,225	3,142	73,588
		Total 1910	48,497	3,52,981	72,857	4,84,819	121,354	8,37,800	1,214	25,288	2,121	40,046	154	10,230	181	6,298	3,670	81,862
		Increase	1,090	6,075	...	...	...	...	...	...	...	...	15	...	59	...	...	...
		Decrease	...	...	17,403	1,15,665	16,313	1,09,590	220	2,326	382	1,829	...	4,046	...	73	528	8,274

* Including 3′ 3⅜″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

the earnings therefrom during the calendar year 1911.

and is therefore not the same as the total production and imports.]

XXVIII. Spices.														Number.
(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.		(4) Ginger.		(5) Pepper.		(6) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
8,752	1,20,392	25	571	5,522	55,127	143	2,618	647	6,504	5,855	47,575	20,944	2,32,787	1
1,800	33,727	45	1,094	4,374	34,129	801	12,011	558	11,693	13,822	1,49,219	21,400	2,41,873	2
18,057	1,55,309	726	15,945	5,859	42,021	1,316	17,081	767	13,358	7,137	42,171	33,862	2,85,885	3
12,120	2,70,701	689	24,883	9,838	1,46,153	1,048	12,341	2,263	48,519	18,018	2,90,197	43,976	7,92,794	4
12,829	2,50,457	89	2,144	11,073	1,02,097	693	13,697	695	16,177	17,310	2,32,511	42,689	6,17,083	5
16,146	2,11,141	111	1,369	25,201	2,07,105	472	5,333	1,490	17,871	20,049	1,70,523	63,469	6,13,732	6
1,091	12,405	5	47	4,878	26,070	36	361	60	579	2,374	18,850	8,444	58,312	7
1,063	9,717	329	6,759	6,102	69,157	2,078	23,136	1,083	29,302	6,180	58,712	16,835	1,96,783	8
2,455	34,393	82	808	1,152	11,774	615	5,076	239	2,135	3,533	19,545	8,076	73,731	9
21,169	1,80,716	590	5,297	20,762	1,52,029	1,357	12,387	5,233	33,298	805	5,891	49,916	3,89,618	10
3,175	21,607	...	1	1,155	8,724	3	14	39	440	299	3,136	4,671	33,982	11
4,371	31,856	179	2,131	8,760	49,455	1,633	20,293	661	7,232	4,820	39,339	20,433	1,50,306	12
385	1,874	95	1,228	36	308	38	97	91	427	27	151	672	4,145	13
234	1,359	...	2	320	1,944	11	70	2	10	404	1,796	971	5,181	14
6,763	70,305	2	26	7,787	1,16,361	2,374	29,842	23	420	270	2,761	17,219	2,19,615	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
338	1,226	...	3	276	1,356	5	33	1	5	572	2,326	1,192	4,949	17
844	9,922	3	55	1,786	16,498	36	508	23	309	893	9,095	3,585	36,387	7
28	112	...	...	24	147	2	15	...	...	1,142	2,880	1,196	3,154	18
260	2,040	7	67	1,239	8,669	53	514	43	293	1,317	6,420	2,919	18,003	19
216	980	...	2	168	797	4	21	1	6	321	1,230	710	3,036	20
17	59	...	...	126	514	4	24	...	2	443	1,545	590	2,144	21
1,457	15,208	47	1,102	5,835	48,976	631	12,515	457	11,002	19,574	1,43,691	28,001	2,32,494	2
311	1,998	20	110	1,370	9,255	87	424	36	159	608	2,885	2,432	14,831	22
9	81	...	1	110	601	23	143	2	10	127	491	271	1,327	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
867	3,094	...	...	221	723	12	43	10	36	419	1,529	1,529	5,425	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	4	8	...	1	...	...	1	3	5	12	30
51	138	...	...	35	92	4	10	1	4	172	122	263	366	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	32
1	3	...	...	5	13	...	...	...	...	337	602	343	618	33
32	90	...	...	2	4	...	...	1	3	22	61	57	158	1
6	6	...	...	52	59	2	2	...	...	32	43	92	110	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
26	169	...	1	42	205	8	39	...	...	87	325	163	739	39
18	26	...	...	1	3	...	...	...	...	12	18	26	47	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
89	2,208	365	5,835	3	76	...	...	12	307	29	537	498	8,963	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	21	23	134	120	...	...	29	48	184	191	45
...	...	...	...	...	7	...	1	...	...	...	101	...	110	46
...	1	...	...	3	...	1	1	...	...	58	...	62	...	47
114,975	14,43,280	3,409	69,481	124,142	11,10,870	13,624	1,68,770	14,438	2,00,161	127,107	12,56,329	397,695	42,48,891	
110,657	13,56,564	2,804	50,794	126,200	11,01,992	13,306	1,53,733	16,241	2,35,644	104,635	11,54,359	373,843	41,42,986	
4,318	86,716	605	18,687	...	...	318	15,037	...	...	22,472	1,01,970	23,852	1,05,905	
...	...	...	...	2,058	81,122	...	...	1,803	35,383	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXIX. Sugar. (1) Refined or crystallized including sugarcandy.		(2) Unrefined. (a) Sugar.		(2) Unrefined. (b) Gur, rab, jaggery, molasses and other saccharine produce.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9	10	11
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.								
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur	16,807	1,37,034	3,302	36,628	18,863	1,25,596	38,972	3,00,158
2	(a), (c) to (g) & (o) & (p)	Bombay, Baroda and Central India.	43,992	5,60,661	4,152	46,987	42,609	3,44,419	90,753	9,52,067
3	...	Eastern Bengal*	22,989	1,79,215	18,787	1,01,574	42,251	2,00,710	84,027	4,81,499
4	...	East Indian*	72,614	8,44,621	103,155	8,90,893	170,322	7,41,357	346,091	24,76,871
5	...	Great Indian Peninsula*	81,898	9,68,651	7,165	52,090	103,782	9,44,357	192,845	19,65,098
6	...	Madras and Southern Mahratta*	22,148	1,63,988	7,990	66,010	85,202	6,69,486	115,340	8,99,484
7	(a) & (b)	Nizam's Guaranteed State	3,405	25,772	535	3,862	6,199	47,979	10,139	77,613
8	(a) to (f)	North Western*	114,840	22,50,900	49,323	3,86,365	140,392	7,67,864	304,555	34,05,129
9	(a) & (b)	Oudh and Rohilkhand	28,012	1,81,527	52,059	2,63,676	62,633	2,59,823	142,704	7,05,026
10	...	South Indian*	21,500	1,17,087	5,213	22,520	50,645	3,12,086	77,358	4,51,693
		3′ 3½″ gauge.								
11	...	Assam-Bengal	1,837	11,568	2,570	13,108	3,431	16,486	7,838	41,162
12	...	Bengal and North-Western	12,992	78,953	43,858	2,78,461	93,374	4,98,534	150,224	8,55,948
13	...	Bengal Dooars	1,750	8,560	255	1,400	948	3,274	2,953	13,234
14	(a) & (b)	Bhavnagar	5,081	21,087	...	...	3,223	10,773	8,304	31,860
15	(a) & (b)	Burma	407	4,109	5,509	47,938	23,076	1,48,170	28,992	2,00,217
16	...	Dibru-Sadiya	...	...	...	...	1,088	7,001	1,088	7,001
17	(a) & (b	Gondal-Porbandar	3,840	12,867	...	...	1,627	5,276	5,467	18,143
7	(c)	Hyderabad-Godavari Valley	3,065	26,241	860	8,406	2,875	23,345	6,800	57,892
18	...	Jamnagar	746	2,123	6	17	194	442	946	2,582
19	(a) to (d)	Jodhpur-Bikaner	14,139	99,783	2,562	15,419	13,541	80,718	30,232	1,65,920
20	...	Junagad	1,834	6,327	...	...	813	2,192	2,647	8,519
21	...	Morvi	446	1,171	...	2	1,321	4,868	1,767	6,041
2	(b) & (h) to (n).	Rajputana-Malwa	34,816	2,40,407	57,630	4,63,364	98,697	9,98,381	191,143	17,02,152
22	(a) & (b)	Rohilkund and Kumaon	8,104	25,701	9,638	33,442	17,895	79,385	35,637	1,38,528
23	...	Udaipur-Chitorgarh	751	3,446	426	2,015	486	2,198	1,663	7,659
		2′ 6″ gauge.								
25	...	Arrah-Sasaram Light	...	...	...	...	...	...	...	...
27	...	Barasat-Basirhat Light	...	...	...	...	...	...	...	...
28	...	Barsi Light	1,314	3,895	3	9	580	1,862	1,897	5,756
29	...	Bukhtiarpore-Bihar Light	...	...	...	...	...	...	...	...
30	...	Champaner-Shivrajpur Light	18	27	1	2	2	4	21	33
31	...	Cutch	229	768	628	2,069	1,962	6,459	2,819	9,316
32	...	Dehri-Rohtas Light	...	...	30	22	8	2	38	24
33	...	Dholpur-Bari	223	402	146	253	490	833	859	1,488
1	(d)	Mourbhanj	66	193	1	2	50	127	117	322
1	(f)	Parlakimedi Light	185	103	...	...	2	2	187	105
22	(c)	Powayan Light	...	...	...	...	573	509	573	509
39	...	Shahdara (Delhi)-Saharanpur Light.	99	245	10,212	27,079	14,950	40,369	25,261	67,693
40	...	Tarkessur-Magra Light	19	25	35	50	50	64	104	139
41	...	Tezpore-Balipara Light	...	...	17	78	...	...	17	78
		2′ 0″ gauge.								
42	...	Darjeeling-Himalayan	75	1,534	838	14,063	49	823	962	16,420
43	...	Howrah-Amta Light	...	...	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...
45	...	Jagadhri Light	...	...	34	21	19	15	53	36
46	...	Jorhat (Provincial)	...	...	...	...	...	...	...	...
47	...	Pipar Road-Bhavi Light	...	1	330	189	330	205	689	395
		TOTAL 1911	520,241	59,49,882	387,269	27,78,034	1,004,572	63,45,894	1,912,082	1,50,73,810
		TOTAL 1910	526,827	61,53,105	374,002	25,20,137	1,012,792	64,23,932	1,913,621	1,51,06,174
		INCREASE	...	...	13,267	2,18,897	...	...	...	...
		DECREASE	6,586	2,03,223	...	...	8,220	78,038	1,539	32,364

* Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

the earnings therefrom during the calendar year 1911.

over each railway in India and is therefore not the same as the total production and imports.]

XXX. Tea.						XXXI. Tobacco.								Number.
(1) Foreign.		(2) Indian.		Total.		(1) Unmanufactured.		(2) Manufactured. (a) Cigars.		(2) Manufactured. (b) Other sorts.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	434	10,236	434	10,236	13,557	1,47,747	...	...	1,825	35,329	15,382	1,83,076	1
1,487	21,536	451	7,185	1,938	28,721	19,712	1,49,984	54	993	663	7,339	20,429	1,58,316	2
...	...	31,338	6,18,629	31,338	6,18,629	44,633	4,07,942	...	...	2,368	28,626	47,061	4,36,568	3
...	...	2,359	52,553	2,359	52,553	43,539	4,83,560	32	664	6,884	1,50,312	50,455	6,34,536	4
251	4,561	1,662	36,047	1,913	40,608	12,771	1,48,062	406	19,568	1,294	31,410	14,471	1,99,040	5
76	1,865	403	7,020	479	8,885	34,799	2,26,085	598	12,551	1,962	26,477	37,359	2,65,113	6
13	350	58	901	71	1,251	2,705	33,934	86	1,166	144	2,638	2,935	37,738	7
1,610	34,590	3,068	47,076	4,678	81,666	24,448	2,11,518	95	1,598	2,992	84,680	27,535	2,97,796	8
12	145	1,868	12,237	1,880	12,382	8,816	69,112	58	613	1,747	15,163	10,621	84,888	9
1	10	7,681	58,236	7,682	58,246	27,241	1,52,934	1,652	25,437	1,791	10,674	30,684	1,95,504	10
...	...	39,938	4,96,768	39,938	4,96,768	2,748	17,923	...	...	170	3,073	2,918	20,996	11
...	...	46	932	46	932	46,586	4,01,605	3	46	923	9,303	47,512	4,10,954	12
...	...	17,486	3,55,940	17,486	3,55,940	7,973	21,757	...	..	258	3,090	8,231	24,847	13
...	2	75	530	75	532	1,192	6,290	10	64	142	794	1,344	7,148	14
2,953	22,538	891	14,840	3,841	37,378	7,510	64,339	382	5,923	1,196	12,792	9,088	83,054	15
...	...	11,583	1,00,607	11,583	1,00,607	...	...	...	...	...	...	...	...	16
...	...	81	622	81	622	398	2,016	1	8	469	1,848	868	3,872	17
12	187	30	381	42	568	931	16,307	7	155	65	1,089	1,003	17,551	7
1	1	8	32	9	33	107	559	...	...	48	276	155	835	18
2	29	5	63	7	92	3,086	21,339	11	209	233	2,304	3,330	23,852	19
2	13	35	266	37	279	202	1,003	...	2	47	262	249	1,272	20
...	4	4	28	4	32	827	2,660	6	33	29	201	862	2,894	21
1,195	32,167	445	8,385	1,640	40,552	18,216	1,90,453	88	1,764	735	11,449	19,039	2,03,666	2
...	...	152	1,242	152	1,242	2,740	16,783	11	75	434	2,775	3,185	19,633	22
...	3	2	23	2	26	466	2,840	1	7	6	60	473	2,907	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
3	25	1	5	4	30	136	563	1	4	94	691	231	1,158	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
...	...	...	1	...	1	9	20	...	...	...	...	9	20	30
...	...	3	11	3	11	14	33	3	11	...	...	17	44	31
...	...	...	...	...	...	...	...	...	...	7	17	7	17	32
...	...	...	...	...	...	30	76	...	...	...	...	30	76	33
...	...	...	1	...	1	38	124	15	69	...	...	53	193	1
...	...	...	1	...	1	20	17	1	3	...	...	21	20	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	476	1,940	...	...	195	1,968	671	3,908	39
...	...	...	...	...	...	30	54	...	...	6	14	36	68	40
...	...	4,795	28,123	4,795	28,123	2	10	...	...	...	...	2	10	41
...	...	4,305	62,356	4,305	62,356	75	1,299	311	6,504	63	1,214	449	9,017	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	1	1	1	1	30	23	...	...	...	...	30	23	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
...	...	...	..	...	...	32	64	...	...	...	...	32	64	47
7,618	1,18,026	129,208	19,21,278	136,826	20,39,304	326,495	28,00,980	3,832	77,467	26,790	4,51,768	357,117	33,30,215	
2,411	55,598	129,955	19,20,255	132,366	19,75,843	317,606	27,01,365	4,373	86,190	23,306	3,72,300	345,285	31,59,855	
5,207	62,438	...	1,023	4,460	63,461	8,889	99,615	...	...	3,484	79,468	11,832	1,70,360	
...	...	747	...	...	...	...	...	541	8,723	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXXII. Wood. (1) Timber, unwrought.		(2) Manufactured.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.						
1	(*a*) to (*e*), (*g*) & (*h*)	Bengal-Nagpur	78,137	3,14,183	2,675	22,709	80,812	3,36,892
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India.	90,536	3,52,365	7,079	64,349	97,615	4,16,714
3	...	Eastern Bengal*	99,746	1,96,164	10,601	90,878	110,347	2,87,042
4	...	East Indian*	74,537	2,67,337	10,576	1,13,283	85,113	3,80,620
5	...	Great Indian Peninsula*	172,591	8,14,720	9,860	1,27,290	182,451	9,42,010
6	...	Madras and Southern Mahratta*	243,985	7,13,131	16,997	1,12,766	260,982	8,25,897
7	(*a*) & (*b*)	Nizam's Guaranteed State	48,724	1,60,773	1,981	11,991	50,705	1,62,764
8	(*a*) to (*l*)	North Western*	85,066	3,01,435	13,397	1,35,648	98,463	4,37,083
9	(*a*) & (*b*)	Oudh and Rohilkhand	110,238	2,49,428	8,347	50,887	118,585	2,99,315
10	...	South Indian*	299,822	8,06,636	12,280	91,163	312,102	8,97,779
		3′ 3½″ gauge.						
11	...	Assam-Bengal	7,928	25,085	7,182	47,470	15,110	72,555
12	...	Bengal and North-Western	60,539	1,85,867	6,348	46,218	66,887	2,32,085
13	...	Bengal Dooars	5,391	18,358	2,597	35,117	7,988	53,475
14	(*a*)&(*b*)	Bhavnagar	12,298	47,758	1,229	6,417	13,527	54,175
15	(*a*)&(*b*)	Burma	123,789	4,45,670	2,813	19,016	126,602	4,64,686
16	...	Dibru-Sadiya	5,696	21,593	...	...	5,696	21,593
17	(*a*)&(*b*)	Gondal-Porbandar	10,789	31,170	720	2,818	11,509	33,988
7	(*c*)	Hyderabad-Godavari Valley	11,048	37,368	962	8,662	12,010	46,030
18	...	Jamnagar	429	1,757	106	505	535	2,262
19	(*a*) to (*d*)	Jodhpur-Bikaner	21,842	72,801	914	5,912	22,756	78,713
20	...	Junagad	2,509	7,736	260	977	2,769	8,713
21	...	Morvi	2,102	6,057	96	530	2,198	6,587
2	(*b*)&(*k*) to (*n*)	Rajputana-Malwa	49,297	1,59,883	5,672	40,982	54,969	2,00,865
22	(*a*)&(*b*)	Rohilkund and Kumaon	46,393	1,46,193	1,707	7,218	48,100	1,53,411
23	...	Udaipur-Chitorgarh	112	403	19	135	131	538
		2′ 6″ gauge.						
25	...	Arrah-Sasaram Light	...	...	...	...	...	...
27	...	Baraset-Basirhat Light	...	...	...	...	...	...
28	...	Barsi Light	1,002	3,054	368	1,311	1,370	4,365
29	...	Bukhtiarpore-Bihar Light	...	...	...	...	...	...
30	...	Champaner-Shivrajpur Light	522	316	10	32	532	348
31	...	Cutch	1,033	1,360	17	35	1,050	1,395
32	...	Dehri-Rohtas Light	...	...	...	...	...	...
33	...	Dholpur-Bari	80	85	7	17	87	102
1	(*d*)	Mourbhanj	968	2,125	67	131	1,035	2,256
1	(*f*)	Parlakimedi Light	266	276	48	72	314	348
22	(*c*)	Powayan Light	11,833	10,681	...	...	11,833	10,681
39	...	Shahdara (Delhi)-Saharanpur Light.	1,215	3,890	213	787	1,428	4,677
40	...	Tarkessur-Magra Light	401	317	61	132	462	449
41	...	Tezpore-Balipara Light	...	...	...	...	...	...
		2′ 0″ gauge.						
42	...	Darjeeling-Himalayan	602	2,113	296	4,357	898	6,470
43	...	Howrah-Amta Light	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light	...	...	...	...	...	...
45	...	Jagadhri Light	11	10	36	30	47	40
46	...	Jorhat (Provincial)	...	...	...	...	...	...
47	...	Pipar Road-Bhavi Light	8	12	23	61	31	73
		TOTAL 1911	1,681,485	53,97,110	125,564	10,49,846	1,807,049	64,46,956
		TOTAL 1910	1,474,678	47,27,128	124,317	9,72,181	1,598,995	56,99,309
		INCREASE	206,807	6,69,982	1,247	77,665	208,054	7,47,647
		DECREASE	...	...	...	...	...	...

* Including 3′ 3½″ and 2′ 6″ gauge railways.

DIX 10—*contd.*

the earnings therefrom during the calendar year 1911.

over each railway in India and is therefore not the same as the total production and imports.]

XXXIII—(*continued on following page*).

Wool.								Number.
(1) Raw.		(2) Manufactured.						
		(a) Carpets and rugs.		(b) Piece-goods, European.		(c) Piece-goods, Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
10	11	12	13	14	15	16	17	18
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
13	199	...	...	...	...	...	...	1
6,754	1,39,858	96	2,546	548	21,429	155	3,680	2
1,582	28,964	...	...	...	...	...	...	3
1,723	20,276	676	18,409	78	2,044	548	15,403	4
452	8,259	157	5,762	512	6,306	204	7,682	5
2,105	27,666	517	7,670	20	228	285	4,326	6
187	1,628	116	1,407	8	91	234	2,871	7
30,089	6,74,063	243	5,436	514	17,437	966	25,563	8
528	430	130	1,733	28	260	253	1,815	9
287	1,670	234	3,925	2	55	302	4,781	10
1	25	...	1	...	...	½	13	11
302	3,816	90	603	43	486	286	2,900	12
...	...	37	529	...	...	...	...	13
555	4,052	...	1	...	...	...	...	14
29	299	102	1,387	3	55	2	24	15
...	...	...	...	...	...	...	...	16
457	2,275	...	...	...	...	2	8	17
3	25	23	403	...	...	108	1,168	7
234	907	...	...	...	...	...	...	18
5,280	52,772	9	88	4	45	44	549	19
64	422	2	5	...	...	1	4	20
445	2,987	...	...	...	...	...	...	21
9,171	1,35,080	213	4,385	560	5,424	532	11,120	2
338	1,334	7	53	2	15	2	22	22
142	1,079	...	1	...	...	1	6	23
...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	27
1	3	6	40	...	2	1	7	28
...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	30
176	127	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	32
1	1	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	22
24	127	...	...	...	...	...	1	39
1	1	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	41
5	128	1	43	2	69	9	285	42
...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	44
...	...	2	2	...	...	...	...	45
...	...	...	...	...	...	...	...	46
13	47	...	...	...	...	...	...	47
60,951	11,21,430	2,661	54,429	2,324	53,916	3,917	82,237	
61,758	11,13,608	2,373	51,445	1,446	34,416	3,754	71,528	
...	7,822	288	2,984	878	19,530	163	10,709	
807	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	XXXIII—*concld.*				XXXIV.		GRAND TOTAL.	
			Wool—*concld.*							
			(2) Manufactured—*concld.*		Total.		All other articles of merchandise.			
			(*d*) Other sorts of manufactures.							
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9	10	11
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.								
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	203	3,302	215	3,501	231,193	10,35,286	5,138,569	2,01,94,565
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	475	2,734	8,028	1,70,247	394,868	26,50,309	2,591,854	1,72,33,515
3	...	Eastern Bengal*	330	4,949	1,921	33,913	88,371	5,19,327	3,678,908	1,48,23,590
4	...	East Indian*	1,152	25,366	4,177	90,498	444,328	34,30,953	12,771,980	5,97,85,769
5	...	Great Indian Peninsula*	1,417	28,016	2,742	56,025	416,145	32,88,825	5,328,142	4,04,75,893
6	...	Madras and Southern Mahratta*	1,156	14,864	4,083	54,751	171,351	11,67,050	3,061,730	2,08,83,810
7	(*a*) & (*b*)	Nizam's Guaranteed State	...	...	545	5,997	11,400	80,313	913,844	43,01,082
8	(*a*) to (*l*)	North Western*	2,133	38,465	33,945	7,60,964	584,767	53,14,324	5,557,760	4,88,79,788
9	(*a*) & (*b*)	Oudh and Rohilkhand	413	5,106	1,352	13,254	262,792	11,83,470	1,838,914	78,66,704
10	...	South Indian*	181	1,650	1,066	12,081	303,045	14,94,210	2,550,750	1,19,96,310
		3′ 3⅜″ gauge.								
11	...	Assam-Bengal	53	852	56	891	17,264	1,33,209	480,082	23,36,325
12	...	Bengal and North-Western	11	43	712	7,857	94,321	3,26,135	2,010,967	†85,90,557
13	...	Bengal Dooars	...	...	37	529	3,016	26,521	116,793	8,18,415
14	(*a*) & (*b*)	Bhavnagar	1	9	546	4,062	6,193	29,963	194,928	6,33,019
15	(*a*) & (*b*)	Burma	2	44	138	1,809	107,195	8,27,664	1,598,166	99,51,794
16	...	Dibru-Sadiya	...	...	...	...	54,417	73,133	692,482	9,64,981
17	(*a*) & (*b*)	Gondal-Porbandar	22	116	491	2,399	6,999	31,117	201,247	4,51,200
7	(*c*)	Hyderabad-Godavari Valley	...	...	134	1,596	5,968	47,361	247,696	19,15,836
18	...	Jamnagar	2	6	236	913	1,151	7,371	25,494	60,657
19	(*a*) to (*d*)	Jodhpur-Bikaner	289	2,541	5,626	55,995	38,667	1,62,174	819,070	31,83,431
20	...	Junagad	...	1	67	432	3,029	14,799	69,434	1,70,758
21	...	Morvi	...	4	445	2,991	2,579	9,663	69,515	2,07,559
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	366	5,044	10,842	1,61,053	280,864	16,24,513	2,774,895	1,78,21,146
22	(*a*) & (*b*)	Rohilkund and Kumaon	119	716	468	2,140	144,073	2,36,990	564,598	15,43,762
23	...	Udaipur-Chitorgarh	2	17	145	1,103	903	5,776	20,966	91,670
		2′ 6″ gauge.								
25	...	Arrah-Sasaram Light	...	...	...	...	‡8,330	‡20,717	8,330	20,717
27	...	Barasat-Basirhat Light	...	...	...	...	‡16,615	‡35,097	16,615	35,097
28	...	Barsi Light	168	558	166	610	4,407	11,173	106,784	32,8,574
29	...	Bukhtiarpore-Bihar Light	...	...	..	...	‡26,583	‡42,661	26,582	42,661
30	...	Champaner-Shivrajpur Light	...	...	...	...	1,566	1,733	47,084	45,966
31	...	Cutch	...	...	176	127	889	1,391	19,128	41,227
32	...	Dehri-Rohtas Light	...	...	...	...	872	1,167	9,890	14,984
33	...	Dholpur-Bari	...	...	1	1	573	4,109	21,112	20,839
1	(*d*)	Mourbhanj	...	2	...	2	7,269	9,656	19,559	34,207
1	(*f*)	Parlakimedi Light	...	...	...	...	566	657	6,049	5,137
22	(*c*)	Powayan Light	...	..	...	...	7,036	9,472	32,118	37,199
39	...	Shahdara (Delhi)-Saharanpur Light	3	14	27	142	6,672	15,828	79,892	2,01,641
40	...	Tarkessur-Magra Light	1	1	2	2	46,913	27,935	53,228	35,444
41	...	Tezpore-Balipara Light	...	...	...	...	1,391	7,762	14,485	61,558
		2′ 0″ gauge.								
42	...	Darjeeling-Himalayan	2	59	19	584	5,626	59,287	41,799	5,42,418
43	...	Howrah-Amta Light	...	...	...	...	‡26,225	‡45,977	26,225	45,977
44	...	Howrah-Sheakhala Light	...	...	...	...	‡9,068	‡11,146	9,068	11,146
45	...	Jagadhri Light	...	1	2	3	349	273	3,151	2,457
46	...	Jorhat (Provincial)	...	...	...	...	‡20,762	‡70,576	20,762	70,576
47	...	Pipar Road-Bhavi Light	217	359	230	406	...	...	2,727	4,101
		Total 1911	8,717	1,34,839	78,570	14,46,881	3,926,640	2,40,97,373	54,222,872	30,57,93,492
		Total 1910	7,012	1,13,513	76,343	13,84,510	3,799,169	2,17,19,395	50,231,982	28,40,58,530
		Increase	1,705	21,326	2,227	62,371	127,471	23,77,978	3,990,890	2,17,34,962
		Decrease	...	...	...	...	...	...	...	...

* Including 3′ 3⅜″ and 2′ 6″ gauge railways.

† Excluding Rs. 7,69,474 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Burhwal (3′ 3⅜″ gauge link) railway are included throughout with the Bengal and North-Western railway.

‡ Represents total articles of merchandise and earnings therefrom.

DIX 10—*concld.*

the earnings therefrom during the calendar year 1911.

over each railway in India and is therefore not the same as the total production and imports.]

XXXV.										Number.	
ANIMALS.											
(1) Horses.		(2) Cattle.		(3) Sheep, etc.		(4) Elephants.		Total.		Main head.	Remarks.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
12	13	14	15	16	17	18	19	20	21	22	23
* Tons.	Rs.	* Tons.	Rs.	* Tons.	Rs.	* Tons.	Rs.	* Tons.	Rs.		
108	4,294	11,645	52,964	3,840	47,662	10	337	15,603	1,05,257	1	
747	13,827	31,391	3,21,592	19,570	4,21,786	...	...	51,708	7,57,205	2	
173	2,637	7,508	61,464	574	6,424	3	442	8,258	71,017	3	
5,448	1,19,402	11,399	2,25,277	6,847	1,72,070	3	169	23,697	5,16,918	4	
1,746	65,779	9,248	1,31,984	4,680	1,07,451	24	844	15,678	3,06,058	5	
676	15,724	3,411	30,792	7,095	97,745	...	...	11,182	1,53,261	6	
301	4,202	43	673	41	519	...	...	385	5,394	7	
7,025	1,22,560	16,011	2,14,039	942	19,519	31	83	24,009	3,56,201	8	
1,403	37,786	1,536	20,180	109	3,651	...	...	3,048	61,617	9	
215	2,524	4,892	33,281	14,004	78,397	82	228	19,193	1,14,430	10	
12	840	207	2,325	170	2,879	...	...	389	6,044	11	
532	6,863	8,769	1,05,452	535	6,579	...	...	9,836	1,18,894	12	
...	...	4	19	...	...	...	...	4	19	13	
50	533	2,206	9,710	13	93	...	...	2,269	10,336	14	
795	29,266	6,968	1,70,071	2,569	94,577	...	...	9,332	2,93,914	15	
...	...	88	507	...	...	...	...	88	507	16	
28	207	2,037	5,840	15	206	...	...	2,080	6,343	17	
67	1,908	42	1,267	27	573	...	...	136	3,838	7	
3	28	19	150	...	...	...	...	22	208	18	
372	4,652	667	5,469	60	1,056	...	...	1,099	11,177	19	
5	66	161	563	2	17	...	...	168	646	20	
102	840	189	1,542	...	...	...	...	291	2,382	21	
1,026	21,063	14,327	1,72,373	12,359	1,65,328	...	...	27,712	3,58,764	2	
104	620	274	2,029	10	200	...	...	388	2,849	22	
16	169	10	65	11	33	...	...	37	267	23	
...	...	...	...	...	...	...	...	...	...	25	
...	...	...	...	...	...	...	...	...	...	27	
...	...	...	6	...	...	...	...	...	6	28	
...	...	...	...	...	...	...	...	...	...	29	
...	...	...	...	...	...	...	...	...	...	30	
...	...	...	...	...	...	...	...	...	...	31	
...	...	...	...	...	...	...	...	...	...	32	
...	...	...	...	...	...	...	...	...	...	33	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	1	
19	38	...	...	...	...	...	...	19	38	22	
...	...	...	...	...	...	...	...	...	...	39	
...	...	...	...	...	...	...	...	...	...	40	
...	...	...	...	...	...	...	...	...	...	41	
...	...	289	1,874	...	...	...	...	289	1,874	42	
...	...	...	...	...	...	...	...	...	...	43	
...	...	...	...	...	...	...	...	...	...	44	
...	...	...	...	...	1	...	...	...	1	45	
...	...	...	...	...	...	...	...	...	...	46	
...	...	...	...	...	...	...	...	...	...	47	
...											
20,973	4,55,968	132,341	15,80,538	73,463	12,26,856	153	2,103	226,920	32,65,465		
16,363	3,99,329	105,872	11,95,683	67,767	10,84,867	91	2,623	190,093	26,82,502		
4,610	56,639	26,469	3,54,855	5,686	1,41,989	62	...	36,827	5,82,963		
...	...	...	...	...	...	...	520	...	...		

* Live stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A sheep, goat, etc. ... ... = 0·025 ,,
An elephant ... ... = 2·50 tons.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	1	2	3	4		
				Description of railway					
Main head.	Sub-head.			Gauge of railway.	Mean mileage worked.	Number of stations.	Total length of the under-		
					Miles.	No.	$(a)\frac{1}{50}$ and less. Miles.	$(b)\frac{1}{51}$ to $\frac{1}{80}$. Miles.	$(c)\frac{1}{81}$ to $\frac{1}{100}$. Miles.
		5′ 6″ Gauge.							
1	(*a*)	Bengal-Nagpur		5′ 6″	1,850·23	286	...	0·15	119·84
2	(*a*) to (*g*)	Bombay, Baroda and Central India		5′ 6″	1,173·60	189	...	1·32	0·31
3	(*a*)	Eastern Bengal		5′ 6″	511·82	141	...	...	...
4	(*a*) to (*d*)	East Indian		5′ 6″	2,604·19	445	6·05	18·63	49·88
5	(*a*) to (*f*)	Great Indian Peninsula		5′ 6″	2,960·70	454	19·31	2·82	72·30
6	(*a*) and (*b*)	Madras and Southern Mahratta		5′ 6″	1,041·61	210	...	13·60	34·42
7	(*a*) and (*b*)	Nizam's Guaranteed State		5′ 6″	354·70	45	...	...	79·19
8	(*a*) to (*i*)	North Western		5′ 6″	4,688·04	748	82·62	93·23	152·22
9	(*a*) and (*b*)	Oudh and Rohilkhand		5′ 6″	1,399·10	258	...	9·30	6·41
10	(*a*)	South Indian		5′ 6″	577·94	83	...	9·26	15·00
		3′ 3⅜″ Gauge.							
11	(*a*)	Assam-Bengal		3′ 3⅜″	789·89	133	10·11	35·53	26·27
12	(*a*) and (*b*)	Bengal and North-Western		3′ 3⅜″	2,021·83	346	...	...	0·63
14	(*a*) and (*b*)	Bhavnagar		3′ 3⅜″	163·21	27	...	0·29	1·34
15	(*a*) and (*b*)	Burma		3′ 3⅜″	1,527·68	299	64·52	31·83	47·78
3	(*b*) to (*d*)	Eastern Bengal		3′ 3⅜″	1,083·87	189	0·34	0·52	3·84
17	(*a*) and (*b*)	Gondal-Porbandar *		3′ 3⅜″	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley		3′ 3⅜″	391·13	53	...	...	...
18	(*a*)	Jamnagar		3′ 3⅜″	54·22	7	...	...	0·17
19	(*a*) to (*d*)	Jodhpur-Bikaner		3′ 3⅜″	1,043·93	110	...	...	...
20	(*a*)	Junagad		3′ 3⅜″	80·97	13	...	0·17	1·35
6	(*c*) to (*l*)	Madras and Southern Mahratta		3′ 3⅜″	2,091·16	321	16·25	81·55	692·23
10	(*c*)	Nilgiri		3′ 3⅜″	28·96	12	22·95	1·61	0·27
2	(*h*) to (*n*)	Rajputana-Malwa		3′ 3⅜″	2,190·69	313	3·40	0·23	18·75
22	(*a*) and (*b*)	Rohilkund and Kumaon		3′ 3⅜″	466·28	75	...	6·41	8·89
10	(*f*)	Shoranur-Cochin		3′ 3⅜″	64·75	15	..	13·75	9·14
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		3′ 3⅜″	1,111·12	261	0·04	14·64	130·82
23	(*a*)	Udaipur-Chitorgarh		3′ 3⅜″	68·72	11	...	...	1·10
		2′ 6″ Gauge.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2′ 6″	506·66	66	...	34·24	87·33
8	(*j*)	Kalka-Simla		2′ 6″	59·92	20	6·00	2·38	9·94
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		2′ 6″	102·00	17	0·06	...	27·57
10	(*j*)	Morappur-Dharmapuri		2′ 6″	18·53	3	...	5·33	2·73
1	(*g*)	Purulia-Ranchi		2′ 6″	72·68	12	...	9·57	23·74
1	(*h*)	Raipur-Dhamtari		2′ 6″	56·94	14	0·51	...	...
10	(*k*)	Tirupattur-Krishnagiri		2′ 6″	25·38	5	...	8·21	2·29

* Information for 2nd half of 1911 not furnished.

DIX 11.

during each half of the calendar year 1911.

prepare these statistics.]

5				6		7		8		9		10		Number.
WORKED.				FINANCIAL RESULTS.				OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service).						
noted gradients.		Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, *i.e.*, on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.		Main head.
(*d*) $\frac{1}{101}$ to $\frac{1}{200}$.	(*e*) $\frac{1}{201}$ to $\frac{1}{300}$	(*a*) Length.	(*b*) Inclination.	Per cent.		Per cent.		Rs.		Rs.		Rs.		
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
611·90	149·77	0·15	$\frac{1}{80}$	2·80	2·33	2·80	2·33	1,62,832	1,64,043	356	306	169	149	1
256·43	93·12	1·32	$\frac{1}{80}$	4·41	3·40	...	...	1,77,782	1,77,645	580	498	271	256	2
...	7·69	3·72	$\frac{1}{300}$	1·44	3·30	...	...	2,53,079	2,57,223	544	818	390	461	3
214·07	168·41	14·26	$\frac{1}{80}$	4·68	4·43	...	...	2,46,400	2,45,482	722	686	282	269	4
809·62	279·52	5·99	$\frac{1}{37}$	3·56	2·72	...	...	2,05,910	2,07,939	537	463	287	266	5
184·96	113·28	0·80	$\frac{1}{60}$	2·66	2·37	*2·84	*2·16	1,64,598	1,65,500	373	359	197	202	6
110·99	18·22	2·52	$\frac{1}{100}$	†2·94	†2·92	†2·52	†2·51	†1,38,072	†1,38,329	350	308	194	154	7
143·82	115·46	5·60	$\frac{1}{25}$	2·27	2·27	...	...	1,59,652	1,60,122	362	355	216	209	8
19·15	22·56	2·25	$\frac{1}{75}$	3·20	2 27	...	...	1,27,093	1,26,204	303	250	136	133	9
86·75	39·19	1·42	$\frac{1}{62}$	2·75	3·05	...	...	1,41,694	1,44,952	294	307	138	134	10
104·11	307·74	4·84	$\frac{1}{37}$	0·32	0·51	...	...	1,71,634	1,72,134	132	140	111	105	11
4·03	5·68	0·63	$\frac{1}{100}$	4·10	2·96	...	...	77,242	78,026	195	163	71	73	12
38·25	13·27	0·96	$\frac{1}{70}$	6·18	3·81	...	...	59,032	52,210	215	152	72	69	14
155·52	142·80	9·81	$\frac{1}{25}$	2·72	1·17	...	...	1,16,230	1,17,552	297	221	169	164	15
41·53	35·77	0·82	$\frac{1}{180}$	1·43	3·20	...	...	1,01,535	1,02,264	206	249	151	124	3
...	...	...	...	4·08	...	...	...	44,047	...	132	...	62	...	17
221·73	13·95	5·41	$\frac{1}{133}$	3·43	1·09	3·51	1·11	70,773	73,349	194	150	96	118	7
9·54	6·88	0·19	$\frac{1}{100}$	3·10	1·89	...	...	46,413	46,056	94	80	42	49	18
199·08	91·69	2·31	$\frac{1}{150}$	6·76	6·35	...	...	25,617	25,467	115	115	45	50	19
20·00	11·85	0·17	$\frac{1}{82}$	2·57	1·91	...	...	64,407	52,064	122	89	60	51	20
335·96	117·53	16·25	$\frac{1}{40}$	2·57	1·60	*2·84	*2·16	77,891	78,456	174	150	93	99	6
0·18	...	0·27	$\frac{1}{12}$	0·95	0·67	...	...	2,56,236	2,59,600	332	325	235	257	10
364 36	226·83	3·40	$\frac{1}{40}$	3·99	3·69	...	...	82,631	82,516	263	257	130	135	2
14·61	14·64	3·44	$\frac{1}{70}$	3 69	2·75	...	...	61,198	61,947	154	131	68	64	22
7·45	3·08	13·75	$\frac{1}{80}$	2·27	1·91	...	...	1,06,602	1,06,702	176	181	83	102	10
244·55	103·73	0·04	$\frac{1}{50}$	4·63	4·05	...	...	92,508	93,519	336	328	164	176	10
30·75	6·98	0·46	$\frac{1}{100}$	3·74	3 51	...	...	31,336	31,44.	81	78	37	37	23
113 41	32·25	0·08	$\frac{1}{73}$	0 89	0·32	0·89	0·32	58,040	58,679	65	54	45	46	1
3·40	...	1·33	$\frac{1}{35}$	0·77	0·95	...	...	3,26,415	3,28,604	331	410	234	290	8
30·07	22·77	3·63	$\frac{1}{100}$	*—1·06*	*—0·83*	...	...	67,166	67,559	62	68	89	89	8
3·38	...	4·53	$\frac{1}{67}$	*—0·13*	0·13	...	...	44,982	44,982	38	47	40	45	10
13·24	3·94	9·57	$\frac{1}{80}$	2·29	1·71	2·29	1·71	67,193	67,537	103	89	44	44	1
17·83	2·55	0·51	$\frac{1}{55}$	2·94	1·64	2·94	1·64	24,941	24,974	56	44	28	28	1
4·15	0·21	7·18	$\frac{1}{67}$	0·72	0·93	...	...	42,376	42,412	46	53	34	38	10

* For both 5′ 6″ and 3′ 3⅜″ gauges.
† For Nizam's Guaranteed State railway only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	11		12		13	
				Outlay, earnings and expenses.					
Main head.	Sub-head.			Total earnings per train-mile. Rs.		Total working expenses per train-mile. Rs.		Net earnings per train-mile. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		4·32	3·88	2·05	1·90	2·27	1·98
2	(a) to (g)	Bombay, Baroda and Central India		5·65	4·87	2·64	2·51	3·01	2·36
3	(a)	Eastern Bengal		3·68	4·80	2·64	2·71	1·04	2·09
4	(a) to (d)	East Indian		4·58	4·39	1·79	1·72	2·80	2·67
5	(a) to (f)	Great Indian Peninsula		4·06	3 62	2·17	2·08	1·90	1·54
6	(a) and (b)	Madras and Southern Mahratta		4·52	4·57	2·40	2·58	2·12	1·99
7	(a) and (b)	Nizam's Guaranteed State		4·43	3·97	2·46	1·98	1·97	1·99
8	(a) to (i)	North Western		4·09	4·16	2·44	2·45	1·65	1·71
9	(a) and (b)	Oudh and Rohilkhand		3·92	3·35	1·75	1·78	2·17	1·57
10	(a)	South Indian		3·79	3·81	1·78	1·66	2·01	2·15
		3′ 3⅜″ Gauge.							
11	(a)	Assam-Bengal		2·92	3·12	2·45	2·34	0·47	0·78
12	(a) and (b)	Bengal and North-Western		3·31	2·98	1·20	1·32	2·11	1·66
14	(a) and (b)	Bhavnagar		3·89	3·31	1·30	1·51	2·59	1·80
15	(a) and (b)	Burma		3·55	2·82	2·02	2·10	1·53	0·72
3	(b) to (d)	Eastern Bengal		2·95	3·61	2·16	1·80	0·79	1·81
17	(a) and (b)	Gondal-Porbandar*		2·94	...	1·38	...	1·56	...
7	(c)	Hyderabad-Godavari Valley		3·16	2·65	1·57	2 09	1·59	0·56
18	(a)	Jamnagar		3·49	2·93	1·56	1·79	1·93	1·14
19	(a) to (d)	Jodhpur-Bikaner		3·09	3·13	1·22	1·38	1·87	1·75
20	(a)	Junagad		3·14	2·95	1·54	1·69	1·60	1·26
6	(c) to (l)	Madras and Southern Mahratta		2·99	2·63	1·60	1·74	1·39	0·89
10	(c)	Nilgiri		5·07	5·11	3·58	4·04	1·49	1·07
2	(h) to (n)	Rajputana-Malwa		3·60	3·46	1·78	1·82	1·82	1·64
22	(a) and (b)	Rohilkund and Kumaon		3·55	3·41	1·56	1·65	1·98	1·76
10	(f)	Shoranur-Cochin		2·60	2·52	1·22	1·42	1·38	1·10
10	(b), (d), (e) and (g) to (i)	South Indian		3·33	3·05	1·65	1·63	1·73	1·42
23	(a)	Udaipur-Chitorgarh		4·97	2·90	2·25	1·36	2·71	1·54
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·56	2·19	1·77	1·90	0·79	0·29
8	(j)	Kalka-Simla		3·94	4·43	2·79	3·13	1·15	1·30
8	(k) and (l)	Kohat-Thal and Nowshera-Durgai		0·86	1·06	1·24	1·39	*—0·38*	*—0·33*
10	(j)	Morappur-Dharmapuri		0·89	1·06	0·94	1·01	*—0·05*	0·05
1	(g)	Purulia-Ranchi		3·26	2·76	1·39	1·38	1·87	1·38
1	(h)	Raipur-Dhamtari		2·40	2·13	1·20	1·36	1·20	0·77
10	(k)	Tirupattur-Krishnagiri		2·61	1·82	1·19	1·29	0·42	0·53

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

14		15		16		17		18		19		20		Number.
(Exclusive of Steam-boat Service)—*concld.*								Division of expenditure between coaching and goods traffic.						
Cost per 1,000 gross ton miles moved (freight and dead weight). Rs.		Percentage of total working expenses on total earnings. Per cent.		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.		Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see items 123-129). Per cent.		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of rupees). Rs.		Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— Coaching (in thousands of rupees). Rs.		Goods (in thousands of rupees). Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
4·18	3·81	47·45	48·86	45·57	47·20	48·48	50·04	76,28	67,75	19,64	18,94	56,64	48,81	1
5·91	5·92	46·77	51·51	46·02	50·74	46·77	51·51	80,31	76,29	31,53	35,26	48,78	41,03	2
6·86	6·28	71·66	56·35	72·77	56·06	71·66	56 35	48,01	58,52	22,16	22,77	25,85	35,75	3
3·14	3·14	39·02	39·14	37·39	37·40	39·14	39·24	1,85,63	1,77,73	48,77	50,10	1,36,86	1,27,63	4
5·33	5·40	53·36	57·55	52·09	56·45	53·36	57·55	2,16,29	2,01,31	70,38	75,98	1,45,91	1,25,33	5
6·19	6·51	52·97	56·44	52·04	55·64	52·97	56·44	51,41	52,48	20,53	21,87	30 88	30,61	6
6·30	5·24	55·49	49·99	55·13	49·26	55·49	49·99	16,93	13,35	4,39	3,70	12,54	9.65	7
5·77	5·87	59·56	58·87	57·77	56·86	59·57	58·88	2,53,56	2,51,60	82,56	92,39	1,71,00	1,59,21	8
4·30	4·72	44·67	53·19	43 09	51·50	44·67	53·19	43,10	45,45	19,23	23,08	23,87	22,37	9
5·22	4·48	46·98	43·62	46·45	43·09	46·98	43·62	13,15	12,37	5,68	5,29	7,47	7,08	10
10·72	9·54	83·93	75·08	83·17	74·51	83·97	75·48	21,12	19,81	8,62	7,58	12,50	12,23	11
4·50	5·30	36·17	44·49	34·71	42·99	37·07	45 98	34,84	36,69	14,40	17,54	20,44	19,15	12
6 98	8·73	33·36	45·52	33·12	45·42	33·36	45·52	2,68	2,87	1,41	1,54	1,27	1,33	14
8·20	9·34	56·86	74·39	56·21	73·77	57·62	75·36	65,04	63,80	21,73	25,24	43,31	38,56	15
9·10	7·61	73·05	49·82	70·09	46·49	74·72	52·27	42,16	34,55	17,46	14,85	24,70	19,70	3
8·35	...	46·86	...	46·41	...	46·86	...	2,93	...	1,78	...	1,15	...	17
7·93	10·83	49·70	79·04	48·03	77·29	49·70	79·04	9,32	11,38	3,89	5,55	5,43	5,83	7
9·99	12·21	44·59	61·31	43·82	61·30	44·59	61·31	56	67	41	51	15	16	18
5·20	5·80	39·64	44·01	38·82	43·24	39·64	44·01	11,11	13,70	4,05	4,95	7,06	8,75	19
8·88	9·28	50·62	57·27	48·25	56·72	50·62	57·27	1,15	1,13	61	60	54	53	20
7·64	8·60	53·53	66·14	52·70	64·95	53·53	66·14	49,66	52,56	15,81	18,71	33,85	33,85	6
44·81	49·03	70·70	79·01	69·86	78·03	70·70	79·01	1,75	1,93	1,12	1,22	63	71	10
7·17	7·32	49·56	52·53	48·80	51·82	49·56	52·53	71,26	74,98	29,12	31,97	42,14	43,01	2
5·65	6·38	44·06	48·34	43·58	48·07	43·66	47·83	7,89	7,10	2,76	3,10	5,13	4,00	22
7·27	8·47	47·05	56·36	46·61	56·12	47·05	56·36	1,38	1,70	72	77	66	93	10
7·61	7·64	48·85	53·58	48·32	52·93	48·85	53·58	46,14	49,52	22,54	23,93	23,60	25,59	10
10·56	8·37	45·27	46·37	45·26	46 82	45·27	46·87	63	64	45	48	18	16	23
8·48	8·83	69·17	86·54	67·95	85·86	69·17	86·54	5,93	6,05	2,32	2,72	3,61	3,33	1
33·15	39·44	70·88	70·62	70·67	70·38	70·88	70·62	3,60	4,44	1,65	1,95	1,95	2,49	8
21·40	23·38	144·61	131·83	146·07	132·12	144·61	131·83	2,35	2,35	1,29	1,33	1,06	1,02	8
10·77	10·86	105·71	95·24	105·72	95·23	105·71	95·24	19	22	14	14	5	8	10
6·57	6·84	42·71	50·00	42·70	49·65	42·71	50·00	83	83	55	53	28	30	1
11·06	13·87	49·81	63·92	49·75	62·59	49·81	63·92	41	41	11	14	30	27	1
11·72	12·82	73 62	70·89	73·62	70·89	73·62	70·89	22	25	14	17	8	8	10

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	21		22		23	
				COACHING					
				GROSS RECEIPTS AND TRAIN-MILEAGE—					
Main head.	Sub-head.			Receipts from coaching traffic (in thousands of rupees). Rs.		Coaching train-miles run (in thousands). No.		Average coaching receipts per train-mile. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal Nagpur		50,97	49,86	1,609	1,654	3·17	3·01
2	(a) to (g)	Bombay, Baroda and Central India		55,86	58,94	1,784	1,963	3·13	3·00
3	(a)	Eastern Bengal		34,10	37,71	1,236	1,279	2·76	2·95
4	(a) to (d)	East Indian		1,48,58	1,58,07	4,431	4,717	3·35	3·35
5	(a) to (f)	Great Indian Peninsula		1,17,54	1,26,48	4,628	5,035	2·54	2·51
6	(a) and (b)	Madras and Southern Mahratta		40,36	40,80	1,243	1,270	3·25	3·21
7	(a) and (b)	Nizam's Guaranteed State		6,98	6,85	296	306	2·36	2·24
8	(a) to (i)	North Western		1,48,34	1,66,35	5,089	5,443	2·92	3·06
9	(a) and (b)	Oudh and Rohilkhand		53,46	48,32	1,592	1,710	3·36	2·83
10	(a)	South Indian		13,46	13,31	501	510	2·69	2·61
		3′ 3⅜″ GAUGE.							
11	(a)	Assam-Bengal		13,80	12,40	432	431	3·19	2·88
12	(a) and (b)	Bengal and North-Western		46,42	43,53	1,506	1,582	3·08	2·75
14	(a) and (b)	Bhavnagar		4,46	3,78	147	126	3·04	3·01
15	(a) and (b)	Burma		49,27	43,13	1,216	1,709	4·05	3·29
3	(b) to (d)	Eastern Bengal		29,15	31,66	1,059	1,150	2·75	2·70
17	(a) and (b)	Gondal-Porbandar*		3,77	...	155	...	2·44	...
7	(c)	Hyderabad-Godavari Valley		6,86	6,38	341	347	2·01	1·84
18	(a)	Jamnagar		94	83	30	31	3·15	2·71
19	(a) to (d)	Jodhpur-Bikaner		13,42	13,85	402	435	3·34	3·18
20	(a)	Junagad		1,28	1,24	45	40	2·84	3·09
6	(c) to (l)	Madras and Southern Mahratta		33,81	31,45	1,158	1,198	2·92	2·62
10	(e)	Nilgiri		1,34	1,16	31	31	4·32	3·70
2	(h) to (n)	Rajputana-Malwa		63,83	62,91	2,032	2,169	3·14	2·90
22	(a) and (b)	Rohilkund and Kumaon		7,92	7,38	234	238	3·39	3·10
10	(f)	Shoranur-Cochin		1,88	1,68	71	72	2·64	2·33
16	(b), (d), (e) and (g) to (i)	South Indian		53,10	52,62	1,561	1,669	3·40	3·15
23	(a)	Udaipur-Chitorgarh		90	93	20	34	4·62	2·73
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3,73	3,39	142	167	2·63	2·03
8	(f)	Kalka-Simla		2,76	3,60	67	70	4·12	5·18
8	(k) and (l)	Kohat-Thal and Nowshera Durgai		1,19	1,30	104	99	1·14	1·31
10	(f)	Morappur-Dharmapuri		10	15	14	13	0·72	1·14
1	(g)	Purulia-Ranchi		1,24	95	42	41	2·97	2·33
1	(h)	Raipur-Dhamtari		44	34	13	15	3·28	2·28
10	(k)	Tirupattur-Krishnagiri		18	24	12	13	1·52	1·87

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

24		25		26		27		28		29		30		Number.
TRAFFIC.														
Units and Unit-mileage.														
Number of units carried one mile (in thousands).												Average sum received for carrying a unit one mile.		Main-head.
1st class. Unit-miles.		2nd class. Unit-miles.		3rd or intermediate class. Unit-miles.		4th or lowest class. Unit-miles.		Total passenger unit-mileage. Unit-miles.		Other coaching traffic. Ton-miles.		1st class. Pies.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2,171	2,001	4,783	5,113	7,416	9,743	336,838	323,527	351,203	340,384	2,296	2,337	12·95	12·94	1
2,203	2,953	13,098	12,300	18,273	*25,093	379,620	383,557	413,194	423,903	4,496	5,209	12·77	13·37	2
1,849	1,598	3,731	3,915	22,877	28,418	138,286	198,799	216,743	232,730	1,555	2,252	13·56	13·46	3
6,848	8,872	14,559	20,013	68,708	75,606	942,244	951,447	1,032,360	1,055,938	11,073	13,939	14·32	13·74	4
8,610	12,121	19,811	26,326	*59,977	*73,333	633,654	597,841	722,052	709,621	10,765	13,820	13·41	13·54	5
1,927	2,104	5,299	5,538	1,323	1,265	259,492	262,110	268,041	271,017	2,973	3,097	15·54	14·99	6
330	441	1,965	1,931	*9,046	*12,271	33,430	26,493	44,771	41,136	485	542	14·10	14·18	7
5,641	6,143	16,588	18,080	58,189	61,962	993,864	1,050,190	1,074,282	1,136,375	7,239	12,726	13·88	13·54	8
1,897	1,875	5,598	6,322	27,478	26,511	320,130	287,021	355,103	321,729	2,393	1,928	15·64	15·39	9
786	761	3,800	3,144	...	...	89,812	97,252	94,398	101,157	875	879	11·66	11·04	10
548	513	970	839	1,218	1,524	82,838	65,491	85,574	68,367	511	676	15·13	14·99	11
461	404	1,522	1,477	5,917	5,836	403,028	376,962	410,928	384,679	1,247	1,468	12·39	12·53	12
74	59	513	438	823	292	26,616	21,819	28,026	22,608	111	103	12 00	12·00	14
2,051	1,838	4,114	3,892	...	...	275,835	241,900	282,000	247,630	1,369	1,419	15·41	15·13	15
514	547	1,564	2,450	14,684	19,144	176,119	179,396	192,881	201,537	1,448	1,697	15·06	14·68	3
75	...	472	...	718	...	22,281	...	23,546	...	96	...	12·00	...	17
313	323	1,953	1,796	...	...	46,860	42,690	49,126	44,809	319	372	10·66	10·63	7
20	23	127	133	302	199	5,301	4,413	5,750	4,758	28	35	12·00	12·00	18
249	272	1,097	1,093	3,983	3,918	104,166	100,916	109,495	106,199	549	648	15·86	13·90	19
22	21	150	189	242	126	7,625	7,049	8,039	7,385	31	33	12·00	12·00	20
1,070	1,031	3,719	3,783	...	46	256,233	236,519	261,022	241,979	1,609	1,555	15·39	15·22	6
325	226	...	...	...	...	2,042	1,823	2,367	2,049	34	30	18·70	19·46	10
1,683	1,731	4,588	5,516	10,503	15,029	536,096	500,706	552,870	522,982	3,600	4,806	15·43	15·21	2
155	174	781	862	687	658	57,525	51,632	59,148	53,326	211	209	27·02	27·70	22
79	71	433	311	...	...	15,884	11,044	16,396	11,426	35	39	12 12	12·09	10
1,662	1,550	8,214	7,085	...	...	452,632	421,893	462,508	430,528	1,689	1,617	11·27	11·21	10
41	43	45	80	45	42	7,378	7,567	7,509	7,732	40	33	18 00	17·99	23
59	67	159	146	203	202	31,981	28,617	32,402	29,032	112	120	15·91	15·74	1
169	258	292	410	...	...	2,276	2,722	2,737	3,390	71	93	48·20	47 88	8
37	42	70	85	285	249	8,757	9,611	9,149	9,987	22	27	13·85	13·46	8
...	1	39	12	...	...	809	1,087	848	1,100	2	2	12·02	11·80	10
35	39	94	112	142	193	6,867	4,822	7,138	5,166	33	38	15·18	15·00	1
...	3	15	14	34	27	2,569	1,990	2,622	2,034	9	6	16·83	15·77	1
1	1	63	24	...	...	1,353	1,717	1,417	1,742	...	5	11·29	11 57	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number	31		32		33	
				COACHING					
				UNITS AND UNIT-					
				Average sum received for carrying					
Main head.	Sub-head.			2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		6·57	6·58	3·13	3·24	2·39	2·39
2	(a) to (g)	Bombay, Baroda and Central India		5·28	5·98	2·80	2·79	2·08	2·08
3	(a)	Eastern Bengal		7·02	6·69	2·94	2·88	2·49	2·49
4	(a) to (d)	East Indian		7·02	6·13	3·21	3·13	2·22	2·22
5	(a) to (f)	Great Indian Peninsula		6·39	6·23	*3·00	*2·97	2·31	2·34
6	(a) and (b)	Madras and Southern Mahratta		6·98	6·93	4·50	4·50	2·28	2 26
7	(a) and (b)	Nizam's Guaranteed State		5·38	5·42	*2·77	*2·68	2·30	2·31
8	(a) to (i)	North Western		5·54	5·79	3·34	3·35	2·25	2·27
9	(a) and (b)	Oudh and Rohilkhand		6·75	6·30	3·04	3·04	2·43	2·44
10	(a)	South Indian		4·61	5·44	...	...	2·23	2·04
		3′ 3⅜″ GAUGE.							
11	(a)	Assam-Bengal		6·39	7·33	3·89	3 79	2·70	2·89
12	(a) and (b)	Bengal and North-Western		6·05	6·04	3·06	3·15	2·00	1·99
14	(a) and (b)	Bhavnagar		6·00	6·00	4·00	4·00	2·75	2·89
15	(a) and (b)	Burma		7·99	8·01	...	...	3·02	2·98
3	(b) to (d)	Eastern Bengal		7·20	6 76	2·90	2·84	2·50	2·50
17	(a) and (b)	Gondal-Porbandar†		6·00	...	4·00	...	2·75	...
7	(c)	Hyderabad-Godavari Valley		5·48	5·58	...	...	2·22	2·21
18	(a)	Jamnagar		6·00	6·00	4·00	4·00	2·75	2·85
19	(a) to (d)	Jodhpur-Bikaner		6·79	6·79	2·86	2·86	2·04	2·16
20	(a)	Junagad		6·00	6·00	4·00	4·00	2·75	2·88
6	(c) to (l)	Madras and Southern Mahratta		7·56	7·08	...	4·50	2·03	2·08
10	(c)	Nilgiri		...	...	...	...	4·79	5·03
2	(h) to (n)	Rajputana-Malwa		7·21	6·85	2·78	2·78	1·92	1·93
22	(a) and (b)	Rohilkund and Kumaon		11·41	10·18	4·50	4·45	2·15	2·17
10	(f)	Shoranur-Cochin		4·90	5·92	...	...	1·97	2·50
10	(b), (d), (e) and (g) to (i)	South Indian		4·92	5·69	...	...	1·98	2·11
23	(a)	Udaipur-Chitorgarh		8·90	8·98	3·00	3·00	1·99	1·99
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		7·74	7·94	4·10	3·84	2·00	2·00
8	(j)	Kalka-Simla		23·77	23·57	...	...	10·50	10·50
8	(k) and (l)	Kohat-Thal and Nowshera-Durgai		6·93	6·29	3·30	3·31	2·25	2·25
10	(j)	Morappur-Dharmapuri		1·49	5·98	...	...	2·27	2·50
1	(g)	Purulia-Ranchi		7·68	7·40	4·39	3·85	3·00	3·00
1	(h)	Raipur-Dhamtari		7·86	7·69	4·48	4·47	3·00	3·00
10	(k)	Tirupattur-Krishnagiri		1·97	5·98	...	...	2·30	2·50

* Third class by mail.
† Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

34	35	36	37	38	39	40	
TRAFFIC—*contd.*							NUMBER.
MILEAGE—*contd.*							

a unit one mile—*concld.*				Average number of units in a train.										
Average for all classes. Pies.		Other coaching traffic per ton-mile. Pies.		1st class. No.		2nd class. No.		3rd or intermediate class. No.		4th or lowest class. No.		Total passenger units. No.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·53	2·54	38·84	39·17	1·35	1·21	2·97	3·09	4·61	5·89	209·39	195·58	218·32	205·77	1
2·27	2·32	29·72	28·70	1·23	1·51	7·34	6·27	10·25	*12·78	212·84	195·40	231·66	215·96	2
2·72	2·68	42·35	44·57	1·49	1·25	3·02	3·06	18·51	22·21	152·37	155·40	175·39	181·92	3
2·43	2·45	30·92	31·99	1·54	1·88	3·28	4·24	15·50	16·03	212·48	201·71	232·80	223·86	4
2·61	2·74	34·34	35·12	1·86	2·41	4·28	5·23	*12·96	*14·56	136·00	118·74	156·00	140·94	5
2·48	2·47	36·96	37·20	1·55	1·65	4·26	4·36	1·06	1·00	208·71	206·33	215·58	213·34	6
2·61	2·69	35·05	38·65	0·96	1·37	5·70	6·00	...	...	123·09	120·50	129·75	127·87	7
2·43	2·45	33·14	32·40	1·11	1·13	3·26	3·32	11·44	11·38	195·30	192·94	211·11	208·77	8
2·61	2·64	40·92	40·98	1·19	1·09	3·52	3·70	17·26	15·50	201·07	167·34	223·04	188·13	9
2·40	2·21	36·43	35·75	1·57	1·49	7·59	6·16	...	...	179·28	190·62	188·44	198·27	10
2·84	3·06	42·73	42·72	1·27	1·19	2·25	1·95	2·82	3·54	191·77	152·01	198·11	158·69	11
2·04	2·04	41·27	35·40	0·31	0·26	1·01	0·93	3·93	3·69	267·70	238·20	272·95	243·08	12
2·87	2·98	47·47	49·02	0·50	0·47	3·50	3·48	5·61	2·33	181·35	173·57	190·96	179·85	14
3·18	3·14	36·15	34·70	1·69	1·40	3·38	2·97	..	...	226·86	184·73	231·93	189·10	15
2·61	2·62	39·11	40·64	0·49	0·43	1·47	2·13	13·87	16·65	166·28	156·00	182·11	175·26	3
2·88	...	47·54	...	0·49	...	3·05	...	4·64	...	144·06	...	152·24	...	17
2·41	2·40	42·37	39·65	0·81	0·81	5·06	4·51	...	...	121·45	107·10	127·32	112·42	7
2·92	3·03	48·50	45·10	0·67	0·74	4·25	4·34	10·05	6·13	176·83	143·21	191·80	154·42	18
2·14	2·26	42·26	40·02	0·62	0·62	2·73	2·51	9·91	9·00	259·16	231·77	272·42	248·90	19
2·88	3·01	47 50	49·56	0·48	0·52	3·33	4·70	5·36	3·14	169·18	175·26	178·35	183·62	20
2·21	2·21	44·63	44·57	0·92	0·86	3·21	3·16	...	0·04	221·31	197·42	225·44	201·48	6
6·70	6·62	289·53	295·13	10·46	7·17	...	...	...	...	65·68	57·93	76·14	65·10	10
2·02	2·05	30·58	28·44	0·83	0·80	2·26	2·54	5·17	6·93	263·82	230·80	272·08	241·07	2
2·37	2·41	57·74	63·67	0·66	0·73	3·34	3·62	2·94	2·76	24·60	216·68	31·54	223·79	22
2·10	2·66	49·81	49·90	1·10	0·98	6·08	4·32	...	...	222·77	153·29	229·95	158·59	10
2·06	2·20	38·78	38·30	1·06	0·93	5·26	4·24	...	...	290·04	252·75	296·36	257·92	10
2·13	2·16	32·99	35·06	2·11	1·25	2·27	2·34	2·31	1·24	377·63	221·89	384·32	226·72	23
2·07	2·07	41·85	40·29	0·42	0·40	1·12	0·87	1·43	1·21	225·71	171·21	228·68	173·69	1
14·24	14·92	198·47	200·62	2·51	3·70	4·36	5·90	...	...	33·92	39·16	40·79	48·76	8
2·37	2·36	51·31	49·93	0·36	0·42	0·67	0·86	2·73	2·53	83·97	97·47	87·73	101·28	8
2·24	2·55	58·72	58·93	0·01	0·05	2·67	0·92	...	...	55·81	81·35	58·49	82·32	10
3·14	3·21	42·49	42·26	0·83	0·96	2·24	2·75	3·41	4·72	164·43	118·32	170·91	126·75	1
3·07	3·07	43·74	43·63	0·31	0·18	1·12	0·91	2·55	1·82	192·18	133·56	196·16	136·47	1
2·29	2·56	45·36	44·65	0·08	0·09	5·33	1·87	...	...	114·66	131·95	120·07	133·91	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	41		42		43	
				COACHING					
				UNITS AND UNIT MILEAGE—*concld.*		VEHICLES AND VEHICLE			
				Average number of units in a train—*concld.*		Number of coaching vehicles			
Main head.	Sub-head.			Other coaching traffic. Tons.		1st class. Vehicle miles.		2nd class. Vehicle miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·43	1·41	1,935	2,099	1,795	1,928
2	(*a*) to (*g*)	Bombay, Baroda and Central India		2·52	2·65	1,635	2,182	3,703	3,972
3	(*a*)	Eastern Bengal		1·26	1·76	1,300	1,494	1,201	1,347
4	(*a*) to (*d*)	East Indian		2·50	2·96	5,839	5,857	7,380	7,660
5	(*a*) to (*f*)	Great Indian Peninsula		2·33	2·74	7,254	8,580	6,882	7,315
6	(*a*) and (*b*)	Madras and Southern Mahratta		2·39	2·44	1,200	1,198	1,404	1,446
7	(*a*) and (*b*)	Nizam's Guaranteed State		1·41	1·68	399	364	502	473
8	(*a*) to (*i*)	North Western		1·42	2·34	6,049	6,991	5,658	6,425
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·50	1·13	1,920	2,033	1,829	1,884
10	(*a*)	South Indian		1·75	1·72	430	402	625	648
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		1·18	1·57	593	625	584	611
12	(*a*) and (*b*)	Bengal and North-Western		0·83	0·93	3,007	3,103	2,674	2,723
14	(*a*) and (*b*)	Bhavnagar		0·75	0·82	213	184	243	217
15	(*a*) and (*b*)	Burma		1·13	1·08	1,721	1,701	1,949	1,958
3	(*b*) to (*d*)	Eastern Bengal		1·37	1·48	1,417	1,417	1,090	1,103
17	(*a*) and (*b*)	Gondal-Porbandar*		0·62	...	209	...	251	...
7	(*c*)	Hyderabad-Godavari Valley		0·83	0·93	487	482	542	543
18	(*a*)	Jamnagar		0·93	1·14	37	40	49	54
19	(*a*) to (*d*)	Jodhpur-Bikaner		1·36	1·49	498	531	505	547
20	(*a*)	Junagad		0·68	0·83	65	55	80	74
6	(*c*) to (*i*)	Madras and Southern Mahratta		1·39	1·30	1,668	1,720	1,642	1,617
10	(*c*)	Nilgiri		1·10	0·95	57	53	...	...
2	(*h*) to (*n*)	Rajputana-Malwa		1·77	2·22	2,727	2,683	2,662	2,585
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·90	0·88	383	348	357	341
10	(*f*)	Shoranur-Cochin		0·49	0·54	79	83	77	83
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1·08	0·97	1,874	1,760	1,941	1,878
23	(*a*)	Udaipur-Chitorgarh		2·06	0·98	30	38	24	36
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·79	0·72	228	238	228	236
8	(*j*)	Kalka-Simla		1·06	1·33	94	102	86	99
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		0·21	0·27	63	49	43	47
10	(*j*)	Morappur-Dharmapuri		0·13	0·15	21	21	21	21
1	(*g*)	Purulia-Ranchi		0·79	0·94	64	67	86	80
1	(*h*)	Raipur-Dhamtari		0·66	0·41	12	14	12	13
10	(*k*)	Tirupattur-Krishnagiri		0·35	0·39	19	19	19	19

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

44	45	46	47	48	49	50	NUMBER.
TRAFFIC—*contd.*							
MILEAGE.							
hauled one mile (in thousands).					Average number of vehicles in a coaching train.		

3rd or intermediate class. Vehicle miles.		4th or lowest class. Vehicle miles.		Other vehicles. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		1st Class. No.		2nd Class. No.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,585	2,144	16,354	16,825	1,184	1,252	2,350	2,027	25,203	26,275	1·20	1·27	1·12	1·16	1
1,331	...	15,555	17,789	2,573	3,440	2,794	3,171	27,591	30,554	0·92	1·11	2·08	2·03	2
2,525	2,658	8,191	10,726	2,193	2,053	1,264	1,400	16,674	19,678	1·05	1·17	0·97	1·05	3
7,845	8,021	40,698	40,631	8,886	9,745	4,993	5,105	75,641	77,019	1·32	1·24	1·66	1·63	4
*4,163	*4,814	30,876	31,102	6,231	7,904	7,693	8,196	63,199	67,911	1·57	1·70	1·48	1·45	5
398	402	9,507	10,049	1,653	1,558	2,642	2,706	16,804	17,359	0·97	0·94	1·13	1·13	6
...	...	1,863	1,817	209	247	606	611	3,579	3,512	1·16	1·13	1·45	1·47	7
6,912	7,990	44,557	47,741	4,597	6,116	9,725	10,015	77,498	85,278	1·19	1·28	1·11	1·18	8
2,757	2,965	11,098	12,520	1,990	2,203	2,581	2,536	22,175	24,171	1·21	1·21	1·15	1·10	9
...	...	2,927	3,400	437	427	856	881	5,275	5,758	0·86	0·79	1·25	1·27	10
318	321	4,946	4,852	400	322	377	411	7,218	7,142	1·37	1·45	1·35	1·42	11
2,681	2,950	29,895	30,358	479	476	3,776	4,074	42,512	43,684	2·00	1·96	1·77	1·72	12
136	44	1,430	1,413	41	50	243	237	2,306	2,145	1·45	1·46	1·65	1·72	14
...	...	18,301	19,503	1,569	1,593	1,679	1,901	25,219	26,661	1·42	1·30	1·60	1·50	15
2,219	2,143	10,334	10,575	2,178	2,204	1,188	1,176	18,426	18,618	1·34	1·23	1·03	0·96	3
200	...	1,410	...	69	...	318	...	2,457	...	1·35	...	1·63	...	17
...	...	2,977	3,145	227	245	646	651	4,879	5,066	1·26	1·21	1·40	1·36	7
35	18	283	296	12	9	70	73	486	490	1·24	1·31	1·64	1·74	18
538	533	5,595	6,052	457	500	304	576	7,897	8,739	1·24	1·22	1·25	1·26	19
68	37	484	505	22	17	103	100	822	788	1·43	1·36	1·78	1·84	20
...	18	14,876	15,684	1,359	1,668	1,777	1,837	21,322	22,544	1·44	1·44	1·42	1·35	6
...	...	97	100	40	42	5	5	199	200	1·82	1·68	...	...	10
1,523	774	26,899	29,957	2,634	3,264	5,616	5,992	42,061	45,255	1·34	1·24	1·31	1·19	2
213	277	3,423	3,294	169	159	662	657	5,207	5,076	1·64	1·46	1·53	1·43	22
...	...	565	503	41	49	144	145	906	863	1·11	1·16	1·09	1·14	10
...	...	22,044	23,376	2,619	2,774	682	659	29,160	30,447	1·20	1·05	1·24	1·13	10
17	4	307	414	22	16	55	83	455	591	1·55	1·11	1·20	1·06	23
132	127	2,551	2,794	216	222	85	263	3,440	3,880	1·61	1·42	1·61	1·41	1
...	...	207	251	31	33	61	61	479	546	1·40	1·46	1·29	1·43	8
75	55	645	646	98	79	69	63	993	939	0·61	0·50	0·41	0·47	8
...	..	115	123	27	28	10	9	194	202	1·43	1·58	1·43	1·58	10
49	39	673	620	120	115	26	23	1,018	944	1·53	1·63	2·05	1·96	1
...	...	191	178	12	5	4	7	231	217	0·91	0·90	0·91	0·90	1
...	...	131	148	25	17	8	6	202	209	1·62	1·47	1·62	1·47	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	51		52		53	
				COACHING					
				VEHICLES AND VEHICLE					
				Average number of vehicles in a coaching					
Main head.	Sub-head.			3rd or intermediate class. No.		4th or lowest class. No.		Other vehicles. No.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·98	1·30	10·17	10·17	0·74	0·76
2	(*a*) to (*g*) . . .	Bombay, Baroda and Central India . . .		0·74	...	8·72	9·06	1·44	1·75
3	(*a*)	Eastern Bengal		2·05	2·08	6·62	8·38	1·78	1·60
4	(*a*) to (*d*) . . .	East Indian		1·77	1·70	9·18	8·61	2·00	2·07
5	(*a*) to (*f*) . . .	Great Indian Peninsula		*0·90	*0·96	6·67	6·18	1·37	1·57
6	(*a*) and (*b*) . . .	Madras and Southern Mahratta . . .		0·32	0·32	7·65	7·91	1·33	1·23
7	(*a*) and (*b*) . . .	Nizam's Guaranteed State		...	...	5·40	5·65	0·60	0·77
8	(*a*) to (*i*) . . .	North Western		1·36	1·47	8·76	8·77	0·90	1·13
9	(*a*) and (*b*) . . .	Oudh and Rohilkhand		1·73	1·73	6·97	7·32	1·25	1·29
10	(*a*)	South Indian		...	...	5·84	6·66	0·87	0·84
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		0·74	0·74	11·45	11·26	0·93	0·75
12	(*a*) and (*b*) . . .	Bengal and North-Western		1·78	1·86	19·86	19·18	0·32	0·30
14	(*a*) and (*b*) . . .	Bhavnagar		0·93	0·35	9·74	11·24	0·28	0·40
15	(*a*) and (*b*) . . .	Burma		...	...	15·05	14·90	1·29	1·22
3	(*b*) to (*d*) . . .	Eastern Bengal		2·10	1·87	9·76	9·19	2·05	1·92
17	(*a*) and (*b*) . . .	Gondal-Porbandar†		1·29	...	9·12	...	0·44	...
7	(*c*)	Hyderabad-Godavari Valley		...	...	7·72	7·89	0·59	0·62
18	(*a*)	Jamnagar		1·17	0·60	9·44	9·59	0·38	0·30
19	(*a*) to (*d*) . . .	Jodhpur-Bikaner		1·34	1·22	13·92	13·90	1·14	1·15
20	(*a*)	Junagad		1·52	0·93	10·73	12·56	0·50	0·42
6	(*c*) to (*l*) . . .	Madras and Southern Mahratta . . .		...	0·02	12·85	13·09	1·17	1·39
10	(*c*)	Nilgiri		...	...	3·12	3·16	1·30	1·33
2	(*h*) to (*n*) . . .	Rajputana-Malwa		0·75	0·36	13·24	13·81	1·30	1·50
22	(*a*) and (*b*) . . .	Rohilkund and Kumaon		0·91	1·16	14·64	13·22	0·72	0·67
10	(*f*)	Shoranur-Cochin		...	...	7·92	6·98	0·57	0·69
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		...	...	14·12	14·00	1·68	1·66
23	(*a*)	Udaipur-Chitorgarh		0·87	0·13	15·70	12·13	1·13	0·47
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) . .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·93	0·76	18·00	16·72	1·53	1·33
8	(*j*)	Kalka-Simla		...	...	3·09	3·61	0·46	0·48
8	(*k*) and (*l*) . . .	Kohat-Thal and Nowshera-Durgai . . .		0·72	0·55	6·18	6·55	0·94	0·81
10	(*j*)	Morappur-Dharmapuri		...	...	7·97	9·20	1·90	2·10
1	(*g*)	Purulia-Ranchi		1·17	0·96	16·12	15·22	2·87	2·82
1	(*h*)	Raipur-Dhamtari		...	...	14·25	11·94	0·90	0·36
10	(*k*)	Tirupattur-Krishnagiri		...	...	11·10	11·39	2·10	1·30

* Third class by mail.
† Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

54	55	56	57	58	59	60	Number.
TRAFFIC—*contd.*							
MILEAGE—*contd.*							
train—*concld.*		Average earnings per coaching vehicle per mile.					

Brake-vans. No.		Total. No.		1st class. Pies.		2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.		Other vehicles. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1·46	1·22	15·67	15·88	14·53	12·34	17·51	17·45	14·66	14·73	49·33	46·04	75·37	73·11	1
1·57	1·62	15·47	15·57	17·20	18·09	18·69	18·53	38·41	...	50·81	43·86	51·95	43·46	2
1·02	1·16	13·49	15·33	19 29	14·40	21·80	19·45	26·61	30·73	57·43	46·14	30·02	48·89	3
1·13	1·08	17·06	16·33	16 72	20 81	13·84	16·01	28·11	29·49	51·34	51·88	38·53	45·76	4
1·66	1·63	13·65	13·49	15·92	19·13	18·40	22·41	*43·22	*45·21	47·45	44·93	58·39	61·40	5
2·12	2.13	13·12	13·66	24·95	16·31	26·33	26·53	14·25	14·18	62·29	58 97	66·48	73·95	6
1·76	1·90	10·37	10·92	11·67	17·17	21·03	22·13	...	...	54·65	51·70	81·56	84 90	7
1·91	1·84	15·23	15·67	12·04	11·89	16·23	16 29	29·08	26·01	50·36	49·98	52·18	67·42	8
1·62	1·48	13·93	14·13	15·16	13 98	20·64	21·15	30·27	27·15	70·06	55·88	49·21	35·86	9
1·71	1·73	10·53	11·29	21·31	20·87	28·05	26·40	...	...	68·30	58·40	72 81	73·57	10
0·87	0 95	16·71	16·57	13·98	12·31	10·63	10·03	14·87	18·00	45·25	39·08	54·61	89·65	11
2·51	2·58	28·24	27·60	1·90	1·03	3·44	3 23	6·76	6·24	26·99	24·75	107·39	109·08	12
1·66	1·69	15·71	17 06	4·15	3·83	12·66	12·12	24·44	26·73	51·20	44 55	128·08	102·05	14
1·38	1·45	20·74	20.37	18·37	16·35	16·87	15·94	...	...	45·46	36·38	31·55	30·91	15
1·12	1 02	17·40	16·19	5·46	5·66	10·33	15·02	19·20	25·33	42·71	42·41	26·00	31·29	3
2·06	...	15·89	...	4·31	...	11·25	...	14·26	...	43·45	...	66·70	...	17
1·68	1·63	12·65	12·71	6 86	7·13	19·77	18·48	...	...	35·00	29 98	59·51	60·22	7
2·32	2·37	16·19	15 91	6·54	6·76	15·48	14·90	34·40	40·96	51·54	42·61	117·35	170·03	18
0·76	1·32	19·65	20·07	6 93	7·12	14·75	13·55	21·21	21·05	37·91	35·94	50·72	51·85	19
2·28	2·49	18·24	19·60	4·01	4·55	11·24	15·26	14·10	13·55	43·54	40 16	65·31	93·41	20
1·51	1·53	18·42	18·82	9·87	9·12	17·14	16·56	...	11·57	35·81	31·36	52·84	41·54	6
0·18	0·17	6·42	6·34	107·22	88·17	...	...	...	...	100·74	92·20	246·54	209·39	10
2·76	2·76	20·70	20·86	9·52	9·81	12·42	14·62	19·19	54·10	38·18	32·22	41·79	41 87	2
2 83	2·76	22·27	21·30	10·90	13·85	24·96	25·73	14·52	10·54	36·15	33·97	72·29	83·62	22
2·02	2·01	12·71	11·98	12·01	10·25	27·46	22 20	...	...	55·38	54·97	42·72	39 27	10
0 44	0·40	18·68	18·24	9·09	9·88	20·83	21·48	...	...	40·59	38·10	25·01	22·33	10
2·82	2·43	23·27	17·33	24·38	20·37	16·89	19·71	7·90	29·31	47·99	36·49	60·37	73·34	23
0·60	1·57	24·28	23·21	4·13	4·39	5·40	4·91	6·28	6·09	25·08	20·49	21·77	21·68	1
0·90	0·88	7·14	7·86	86·58	121·50	80·32	97·33	...	...	115·25	113·73	459·06	557·18	8
0·66	0·64	9·52	9·52	8·13	11·39	11·39	11·51	12·55	15·09	30·54	33·49	11·47	16·91	8
0·67	0·67	13·40	15·13	0·11	0·37	2·78	3·50	...	...	15·93	22·14	4·13	4·18	10
0·63	0·57	24·37	23·16	8·29	8·79	8·40	10·40	12·71	18·92	30·57	23·28	11·72	14·11	1
0·28	0·49	17·25	14·59	5·66	3·29	9·71	7·79	...	...	41·23	34·22	31·78	50·10	1
0·66	0·44	17·10	16·07	0·60	0·66	6·51	7·61	...	...	23·75	29·01	7·61	13·29	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	61		62		63	
				COACHING					
				VEHICLES AND VEHICLE					
				Carrying capacity hauled one mile					
Main head.	Sub-head.			1st class. Seats.		2nd class. Seats.		3rd or intermediate class. Seats.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		25,684	28,377	35,725	38,298	58,787	77,879
2	(a) to (g)	Bombay, Baroda and Central India		85,642	43,363	118,503	127,109	63,018	...
3	(a)	Eastern Bengal		26,761	32,473	28,427	33,297	110,008	85,353
4	(a) to (d)	East Indian		91,083	93,470	151,935	149,598	342,074	348.672
5	(a) to (f)	Great Indian Peninsula		105,247	128,454	201,783	211,798	*232,414	*263,248
6	(a) and (b)	Madras and Southern Mahratta		14,208	14,488	21,020	21,720	15,532	15,663
7	(a) and (b)	Nizam's Guaranteed State		5,250	4,880	11,894	11,378	...	...
8	(a) to (i)	North Western		115,807	131,969	119,633	133,769	279,957	320,116
9	(a) and (b)	Oudh and Rohilkhand.		43,125	46,991	43,845	46,994	73,450	78,184
10	(a)	South Indian		3,894	4,051	11,149	11,810	...	...
		3′ 3⅜″ GAUGE.							
11	(a)	Assam-Bengal		6,838	7,123	6,763	7,040	7,183	6,730
12	(a) and (b)	Bengal and North-Western		26,525	26,944	32,752	33,594	55,144	61,052
14	(a) and (b)	Bhavnagar		1,002	910	1,844	1,691	1,948	581
15	(a) and (b)	Burma		15,655	15,603	33,484	33,834	...	..
3	(b) to (d)	Eastern Bengal		15,671	15,382	12,981	13,244	42,717	44,074
17	(a) and (b)	Gondal-Porbandar†		1,048	...	1,448	...	2,924	...
7	(c)	Hyderabad-Godavari Valley		5,613	5,255	8,780	9,063	...	...
18	(a)	Jamnagar		259	282	346	376	631	332
19	(a) to (d)	Jodhpur-Bikaner		6,615	7,598	6,897	8,045	13,809	13,759
20	(a)	Junagad		701	331	966	589	1,174	519
6	(c) to (l)	Madras and Southern Mahratta		13,645	16,096	20,142	17,333	...	325
10	(c	Nilgiri		809	755	...	...	...	...
2	(h) to (n)	Rajputana-Malwa		27,602	25,626	31,945	31,023	39,252	19,946
22	(a) and (b)	Rohilkund and Kumaon		2,968	1,815	2,741	2,433	2,590	2,421
10	(f)	Shoranur-Cochin		625	664	619	661	...	...
10	(b), (d), (e) and (g) to (i)	South Indian		14,335	12,954	19,120	18,194	...	...
23	(a)	Udaipur-Chitorgarh		303	412	281	437	463	117
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,051	2,126	2,051	2,124	2,139	2,051
8	(j)	Kalka-Simla		983	1,052	944	1,055	...	...
8	(k) and (l)	Kohat-Thal and Nowshera-Durgai		764	586	599	650	1,769	1,311
10	(j)	Morappur-Dharmapuri		166	169	249	254	...	...
1	(g)	Purulia-Ranchi		572	579	914	857	1,031	823
1	(h)	Raipur-Dhamtari		146	160	146	160	...	...
10	(k)	Tirupattur-Krishnagiri		153	153	229	230	...	...

* Third class by mail.
† Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

64	65	66	67.	68	69	70	NUMBER.
TRAFFIC—*contd.*							
MILEAGE—*concld.*							
(excluding brakes)—(in thousands).		Percentage of freight upon capacity hauled—					

4th or lowest class. Seats.		Other vehicles. Tons.		1st class. Per cent.		2nd class. Per cent.		3rd or intermediate class. Per cent.		4th or lowest class. Per cent.		Other vehicles. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
827,737	835,137	7,489	7,449	8·45	7·05	13·39	13·35	12·62	12·51	40·69	38·74	30·66	31·37	1
825,502	928,067	12,965	16,168	6·18	6·81	11·05	9·68	29·00	...	45·99	41·33	31·68	32·22	2
446,867	584,473	23,678	21,416	6·91	4·92	13·13	11·76	20·80	33·29	42·13	34·01	6·57	10·51	3
2,263,416	2,233,748	51,070	76,677	7·52	9·49	9·53	13·38	20·09	21·68	41·63	42·59	21·68	18·18	4
1,657,041	1,675,244	37,044	42,680	8·18	9·44	9·82	12·43	*25·81	* 27·34	38·24	35·69	29·06	32·38	5
503,694	525,221	11,305	10,654	13·56	14·52	25·21	25·50	8·52	8·08	51·52	49·90	26·29	29·07	6
105,837	103,414	2,812	3,633	6·29	9·03	16·52	16·97	...	...	40·13	37·48	17·26	14 70	7
2,428,358	2,574,773	59,976	99,432	4·87	4·66	13·37	13·52	20·79	19·36	40·93	40·78	12·07	12·80	8
490,978	588,873	32,691	36,266	4·40	3·99	12·77	13·45	37·41	33·91	65·20	48·74	7·32	5·32	9
170,081	192,936	1,946	1,880	20·13	18·79	34·08	26·62	...	...	52·81	50·41	44·95	46·77	10
170,679	167,884	1,134	813	8·02	7·21	14·34	11·92	16·95	22·65	48·53	39·01	45·09	83·05	11
825,722	841,771	1,211	1,198	1·74	1·50	4·65	4·40	10·73	9·56	48·81	44·78	103·00	122·47	12
33,744	34,008	107	135	7·36	6·45	27·84	25·89	42·27	50·35	78·87	64 16	103·39	76·46	14
563,100	602,824	6,904	7,011	13·10	11·78	12·29	11·50	...	...	48·99	40·13	19·84	20·24	15
312,297	314,259	16,497	17,609	3·28	3·56	12·05	18·50	34·38	43·44	56·36	57·08	8·78	9·64	3
37,435	...	265	...	7·15	...	32·56	...	24·56	...	59·52	...	36·35	...	17
107,391	115,896	1,319	1,119	5·58	6·15	22·25	19·82	...	...	43·63	36·83	24·16	33·28	7
9,052	9,162	29	23	7·78	8·05	36·85	35·51	47·45	56·89	58·56	48·17	96·81	150 79	18
191,935	200,332	7,546	7,983	3·76	3·58	15·90	13·59	28·78	28·52	54·27	50·37	7·27	8·12	19
13,211	14,679	93	66	3·08	6·19	10·88	32·08	20·57	24·36	57·72	48·02	33·25	50·24	20
469,063	494,225	5,164	5,049	7·84	6·17	18·46	21·82	...	14·29	54·63	47·86	31·16	30·80	6
2,123	2,182	189	198	40·19	29·90	...	...	...	...	96·16	83·59	18·10	15·07	10
936,093	1,029,238	14,642	16,428	6·10	6·75	14·36	17·78	26·76	75·35	57·27	48 65	24·58	29·25	2
103,518	98,844	380	314	5·21	9·58	28·50	35·44	26·51	27·16	55·57	52·24	55·58	66·68	22
19,207	17,095	122	144	12·52	10·64	69·94	47·09	...	...	82·70	64·61	28·54	27·14	10
724,828	759,187	6,380	6,923	11·59	11·97	42·96	38·94	...	...	62 45	55·57	26·47	23·36	10
8,927	12,134	88	64	13·56	10·37	15·81	18·27	9·76	36·19	82·64	62·36	45·74	52·28	23
63,432	69,706	373	424	2·89	3·12	7·75	6·87	9·48	9·85	50·42	41·05	30·10	28·22	1
4,833	5,643	180	196	17·18	24·50	30·99	38·86	...	...	47·09	48·25	39·47	47·39	8
17,221	17,874	308	217	4·87	7·13	11·75	13·07	16·10	19·01	50·85	53·77	7·12	12·38	8
1,927	2,050	50	50	0·12	0·39	15·56	4·88	...	...	42·00	53·02	3·91	3·94	10
15,076	13,808	199	200	6·09	6·73	10·23	13·07	13·79	23·40	45·55	34·92	16·63	19·22	1
6,269	5,868	13	13	2·80	1·74	10·30	8·45	...	...	41·53	34·38	65·39	45·93	1
2,181	2,457	45	30	0·63	0·71	27·49	10·61	...	...	62·04	60·86	9·33	16·54	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	71		72	
				COACHING			
				WEIGHT OF TRAIN			
				Gross ton-mileage of (in			
Main head.	Sub-head.			Freight. Ton-miles.		Dead-weight. Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.					
1	(a)	Bengal-Nagpur		23,551	22,942	446,283	473,898
2	(a) to (g)	Bombay, Baroda and Central India		29,638	21,007	504,173	564,369
3	(a)	Eastern Bengal		14,708	16 358	308,548	346,208
4	(a) to (d)	East Indian		73,580	78,051	1,478,677	1,517,052
5	(a) to (f)	Great Indian Peninsula		54,829	57,408	1,265,474	1,349 566
6	(a) and (b)	Madras and Southern Mahratta		19,233	19,553	312,328	316,579
7	(a) and (b)	Nizam's Guaranteed State		3,324	3,066	66,126	67 576
8	(a) to (i)	North Western		72,253	81,516	1,358,729	1,103,800
9	(a) and (b)	Oudh and Rohilkhand		23,887	21,433	423,118	4 7,6 0
10	(a)	South Indian		7,377	7,815	101,456	110,159
		3′ 3⅜″ GAUGE.					
11	(a)	Assam-Bengal		5,687	4,815	74,675	74,627
12	(a) and (b)	Bengal and North-Western		25,952	21,794	293,722	306,711
14	(a) and (b)	Bhavnagar		1,805	1,471	18,303	16,2 4
15	(a) and (b)	Burma		18,454	16,429	246 479	253,746
3	(b) to (d)	Eastern Bengal		13,073	13,801	178,796	181,428
17	(a) and (b)	Gondal Porbandar*		1,522	...	19,871	...
7	(c)	Hyderabad-Godavari Valley		3,313	3,110	45,766	42,078
18	(a)	Jamnagar		376	324	3,720	3,875
19	(a) to (d)	Jodhpur-Bikaner		7,156	7,053	70,769	78,196
20	(a)	Junagad		517	421	6,384	5,957
6	(c) to (l)	Madras and Southern Mahratta		17,387	16,171	189,515	201,112
10	(c)	Nilgiri		189	162	2,309	2,327
2	(h) to (n)	Rajputana-Malwa		36,931	36,364	369,442	409,057
22	(a) and (b)	Rohilkund and Kumaon		3,782	3,433	45,172	45,077
10	(f)	Shoranur-Cochin		1,030	734	8,575	8,341
10	(b), (d), (e) and (g) to (i)	South Indian		29,670	27,65[illegible]	266,362	285,614
23	(a)	Udaipur-Chitorgarh		493	501	3,740	5,194
		2′ 6″ GAUGE.					
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,062	1,867	25,316	28,982
8	(j)	Kalka-Simla		248	315	4,714	4,636
8	(k) and (l)	Kohat-Thal and Nowshera-Durgai		574	630	5,444	5,055
10	(j)	Morappur-Dharmapuri		54	69	1,235	1,225
1	(g)	Purulia-Ranchi		465	352	7,897	7,446
1	(h)	Raipur-Dhamtari		167	128	877	861
10	(k)	Tirupattur-Krishnagiri		90	110	1,110	1,171

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

these statistics.]

73	74	75	76	77	78	79	Number.
TRAFFIC—*contd.*							
AND TON-MILEAGE.				Cost of working and profits—			

all coaching trains. thousands)—		Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coaching unit one mile.		Main head.
Total. Ton-miles.		Freight. Tons.		Dead-weight. Tons.		Total. Tons.		Rs.		Pies.		Per passenger unit. Pies.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
469,834	496,840	14·64	13·87	277·43	286·49	292·07	300·36	1·22	1·14	16·50	14·99	1·02	1 01	1
533,811	595,376	16·61	15·79	282·67	287·52	299·28	303·31	1·77	1·80	24·41	24·72	1·33	1·43	2
323,256	362,626	11·90	12·78	249·69	270·68	261·59	283·46	1·79	1·78	27·61	23 92	1·76	1·60	3
1,552,257	1,595,103	16 59	16·55	333 45	321·62	350 04	338·17	1·10	1·06	13 26	13 38	0·79	0·79	4
1,320,303	1,406,974	11·85	11·40	273·41	268·04	285·26	279·44	1·52	1·51	24·35	24·43	1·67	1·81	5
331,566	336,132	15 47	15·39	251·21	249·21	266·68	264·60	1·65	1·72	27·84	28 66	1·33	1·41	6
69,650	70,642	9·34	9·53	204·06	214 05	213·40	223·58	1 48	1·21	28·34	24·49	1 75	1·59	7
1,430,992	1,575,316	14·20	14·98	267·01	274·43	281·21	289·41	1·62	1·70	23·39	23·57	1·39	1·45	8
447,005	489,033	15·00	12·54	265·76	273·43	280·76	285·97	1·21	1·35	18·84	20·43	0·95	1·26	9
108,833	117,974	14·72	15·32	202·53	215·91	217·25	231 23	1·13	1·04	24·69	20·82	1·06	0·93	10
80,362	79,442	13·17	11·18	172·88	173·22	186·05	184·40	2·00	1·76	24·18	21·63	1·83	2·02	11
319,674	331,305	17·24	15·54	195·10	193·82	212·34	209·36	0·96	1·11	7·14	8·50	0·66	0·86	12
20,113	17,675	12·30	11·70	124·75	128·90	137·05	140·60	0·96	1·23	13·06	15·53	0·94	1 26	14
264,933	270,175	15·18	12·54	202 72	193·78	217·90	206·32	1·79	1·93	17·72	19·57	1·39	1·83	15
191,869	195,289	12·34	12·05	168·81	157·77	181·15	169·82	1·65	1·29	19·45	16·34	1·56	1·20	3
21,393	...	9·84	...	128·48	...	138·32	...	1·15	...	16·03	...	1·40	...	17
49,024	51,188	8·60	7·80	123·40	126·17	132·00	133·97	1·14	1·60	17·64	24·12	1·43	2 23	7
4,096	4,199	12·55	10·52	124·08	125·74	136·63	136·26	1·37	1·66	18·89	23·58	1·31	1·99	18
77,919	85,459	17·79	16·20	176 07	180·07	193·86	196·27	1·01	1·14	10 25	11·65	0·67	0·84	19
6,901	6,438	11·47	11·96	141·54	148·10	153·11	160 06	1·36	1·49	16 34	16·67	1·43	1·51	20
206,902	217,566	15 02	13·48	163·68	168 12	178 70	181·60	1·37	1·56	15·54	17·35	1·08	1·36	6
2,498	2,489	6·09	5·14	74·26	73 93	80 35	79·07	3·60	3·88	110·73	120·63	7·29	9 09	10
406,373	436,421	18·17	16·76	181·81	184·41	199·98	201·17	1·43	1·47	15·34	15·63	0·93	1·06	2
48,954	48,510	16·17	14·41	193·19	189·16	209·36	203·57	1·18	1·30	11·68	13·45	0·86	1·06	22
9,605	9,075	14·45	10·18	120·26	115 78	134·71	125·96	1·01	1·07	18·13	20·54	0·80	1·20	10
296,032	313,267	19·01	16·57	170·68	171·11	189·69	187·68	1·44	1·43	15 20	15·42	0·85	0·97	10
4,238	5,695	25·25	14·68	191·41	152·29	216 66	166·97	2·28	1·39	21·48	18·01	1·07	1·14	23
27,378	30,849	14·55	11·17	178·67	173·40	193·22	184·57	1·64	1·63	13·29	14·46	1·29	1·69	1
4,962	4,951	3 70	4·53	70·26	66·68	73·96	71·21	2·45	2·81	75·44	77·20	10·47	10·04	8
6,018	5,685	5·50	6·39	52·21	51·26	57·71	57 65	1·24	1 35	26·76	29·15	2·42	2·34	8
1,289	1,204	3·70	5·11	85·23	91·69	88·93	96·80	0 96	1 05	14·44	13 95	2·69	2·12	10
8,362	7,798	11·13	8·64	189·09	182·69	200·22	191·33	1 32	1·31	10·64	11·12	1 31	1·74	1
1,044	989	12·46	8·63	65·65	57·75	78·11	66 38	0 86	0·92	9 77	12·54	0·80	1·25	1
1,200	1,281	7 67	8·46	94·02	90·00	101·69	98 46	1·19	1·26	13·91	15·51	1·67	1·66	10

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	80		81		82	
				COACHING					
				COST OF					
Main head.	Sub-head.			Average cost of hauling a coaching unit one mile. Other traffic per ton. Pies.		Average profit on working a coaching train one mile. Rs.		Average profit 1st class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		8·05	7·74	1·95	1·87	—1·97	—2·65
2	(a) to (g)	Bombay, Baroda and Central India		12·07	13·83	1·36	1·20	—7·21	—6·63
3	(a)	Eastern Bengal		28·93	29·02	0·97	1·17	—8·32	—9·32
4	(a) to (d)	East Indian		10·79	9·43	2·25	2·29	3·53	7·43
5	(a) to (f)	Great Indian Peninsula		13·31	12·43	1·02	1·00	—8·43	—5·30
6	(a) and (b)	Madras and Southern Mahratta		13·09	12·31	1·60	1·49	—2·89	—2·35
7	(a) and (b)	Nizam's Guaranteed State		11·82	10·08	0·88	1 03	—16·67	—7·32
8	(a) to (i)	North Western		12·28	9·95	1·30	1·36	—10·45	—11 68
9	(a) and (b)	Oudh and Rohilkhand		13·28	19·22	2·15	1·48	—3·38	—6·50
10	(a)	South Indian		10·72	8 79	1·56	1·57	—3·38	0·05
		3′ 3⅜″ GAUGE.							
11	(a)	Assam-Bengal		16·92	10 91	1·19	1·12	—10·20	—9·32
12	(a) and (b)	Bengal and North-Western		3·54	3·78	2·12	1·64	—5·24	—7·07
14	(a) and (b)	Bhavnagar		6·35	10·05	2·08	1·78	—8·91	—11·70
15	(a) and (b)	Burma		19·19	21·43	2·26	1·36	0·65	—3·22
3	(b) to (d)	Eastern Bengal		25·65	25·68	1·10	1 41	—13·99	—10·68
17	(a) and (b)	Gondal-Porbandar		12·99	...	1·29	...	—11·72	...
7	(c)	Hyderabad-Godavari Valley		13·94	17·55	0·87	0·24	—10·78	—16·99
18	(a)	Jamnagar		11·41	10 39	1·78	1 05	—12·35	—16·82
19	(a) to (d)	Jodhpur-Bikaner		9·00	9·46	2·33	2·04	—3·32	—4·53
20	(a)	Junagad		8·54	10·09	1·48	1 60	—12·33	—12 12
6	(c) to (l)	Madras and Southern Mahratta		13·80	19·90	1·55	1 06	—5·67	—8·23
10	(c)	Nilgiri		123·77	161·65	0·72	—0·18	—3·56	—37·46
2	(h) to (n)	Rajputana-Malwa		12·07	11·94	1·71	1·48	—5·82	—5·82
22	(a) and (b)	Rohilkund and Kumaon		11·65	12·95	2·21	1·80	—0·78	0·40
10	(f)	Shoranur-Cochin		20·52	26·38	1·63	1·26	—6·12	—10 29
10	(b), (d), (e) and (g) to (i)	South Indian		22·44	25·19	1·96	1·72	—5·21	—5·54
23	(a)	Udaipur-Chitorgarh		12·50	9·75	2·34	1·34	2·90	2·36
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		24·81	26·59	0·99	0·40	—9·16	—10·07
8	(j)	Kalka-Simla		41·11	37·30	1·67	2·37	11·14	44 30
8	(k) and (l)	Kohat-Thal and Nowshera-Durgai		119·71	81 85	—0·10	—0·04	—18·63	—17·76
10	(j)	Morappur-Dharmapuri		196·55	186·01	—0·24	0·09	—14·33	—13·58
1	(g)	Purulia-Ranchi		36·08	31·90	1·65	1 02	—2·35	—2·33
1	(h)	Raipur-Dhamtari		14·51	13·55	2·42	1·36	—4·11	—9·25
10	(k)	Tirupattur-Krishnagiri		78·57	50·49	0·33	0·61	—13·31	—14·85

Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

83	84	85	86	87	88	89	Num-ber.
TRAFFIC—*concld.*						GOODS TRAFFIC.	
WORKING AND PROFITS.						GROSS RECEIPTS AND TRAIN MILEAGE.	
on working a coaching vehicle one mile.				Average profit on working a coaching unit one mile.		Receipts from goods traffic 'in thousands.'	Main head.
2nd class. Pies.	3rd or intermediate class. Pies.	4th or lowest class. Pies.	Other vehicles. Pies.	Per passenger unit. Pies.	Other traffic per ton. Pies.	Rs.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
1·01 / 2·46	*—1·84* / *—0·26*	32·83 / 31·05	58·87 / 58·12	1·51 / 1·53	30·79 / 31·43	1,13,66 / 93,00	1
—5·72 / *—6·19*	14·00 / ...	26·40 / 24·14	27·54 / 18·74	0 94 / 0·89	17·65 / 14·87	1,18,36 / 90,76	
—5·81 / *—4·47*	*—1·00* / 6·81	29·82 / 22·22	2·41 / 24·97	0·96 / 1 08	13·42 / 15·55	34,40 / 68,32	3
0·58 / 2·63	14·85 / 16·11	38·08 / 38·50	25·27 / 32·38	1·64 / 1·66	20·13 / 22·56	3,34,69 / 3,00,88	4
—5·95 / *—2·02*	**18·87* / **20·78*	23·10 / 20·50	34·04 / 36 97	0·94 / 0 93	21·03 / 22 69	2,91,66 / 2,26,00	5
—1·51 / *—2·13*	*—12·89* / *—14·48*	34·45 / 30·31	38·64 / 45·29	1·15 / 1·06	23·37 / 24·89	57,89 / 53,99	6
—7·31 / *—2·36*	... / ...	26·31 / 27 21	53·22 / 60·41	0·86 / 1·10	23·23 / 28·57	23,91 / 20,69	7
—7·16 / *—7·28*	4·69 / 2·44	26·97 / 26·41	28·79 / 43·85	1·04 / 1·00	20·86 / 22·45	2,81,36 / 2,65,04	8
1·80 / 0·67	11·43 / 6·67	51·22 / 35 40	30·37 / 15·38	1·66 / 1·38	27·64 / 21·76	49,51 / 39,52	9
3·36 / 5·58	... / ...	43·61 / 37·58	48·12 / 52·75	1·34 / 1·28	25·71 / 26·96	17,76 / 19,12	10
—13·55 / *—11·57*	*—9·31* / *—3·63*	21·07 / 17·45	30·43 / 68·02	1·01 / 1·04	25·81 / 31·81	11,77 / 14,41	11
—3·70 / *—5·22*	*—0·38* / *—2·26*	19·85 / 16 25	100·25 / 100 58	1·38 / 1·18	37·73 / 31·62	53,67 / 40,80	12
—0·40 / *—3·41*	11·08 / 11·20	38·14 / 29·02	115·02 / 86·52	1·93 / 1·72	41·12 / 38·97	3,95 / 2,58	14
—0·85 / *—3·63*	... / ...	27·74 / 16 81	13·83 / 11·34	1·79 / 1·31	16·96 / 13·27	66,70 / 43,17	15
—9·12 / *—1·32*	*—0·25* / 8·99	23·26 / 26 07	6·55 / 14·95	1·05 / 1·42	13·46 / 14·96	28,69 / 38,72	3
—4·78 / ...	*—1·67* / ...	27·42 / ...	50·67 / ...	1·48 / ...	34·55 / ...	2,63 / ...	17
2·13 / *—5·64*	... / ...	17·36 / 5·86	41·87 / 36·10	0·98 / 0·17	28·43 / 22·10	12,39 / 8,19	7
—3·41 / *—8·68*	15·51 / 17·38	32·65 / 19·03	98·46 / 146·45	1·61 / 1·04	37·09 / 34 71	35 / 27	18
4·50 / 1·90	10·96 / 9·40	27·66 / 24·29	40·47 / 40·20	1·47 / 1·42	33·26 / 30·56	15,76 / 17,89	19
—5·10 / *—1·31*	*—2·24* / *—3·12*	27·20 / 23·49	48·97 / 81·74	1·45 / 1·50	38·96 / 39·47	1,05 / 77	20
1·60 / *—0·79*	... / *—5·78*	20·27 / 14·01	37·30 / 24 19	1·13 / 0·85	30·83 / 24·67	59,59 / 48,27	6
... / ...	... / ...	*—10·04* / *—28·43*	135·76 / 88·76	*—0·59* / *—2·47*	165·76 / 133 48	1,14 / 1,28	10
—2·92 / *—1·01*	3·85 / 38·47	22·84 / 16 59	26·45 / 26·24	1·09 / 0·99	18·51 / 16·50	81,72 / 80,96	2
13·28 / 12·28	2·84 / *—2 91*	24·47 / 20·52	60·61 / 70 17	1·51 / 1·35	46·09 / 50 72	9,45 / 6,76	22
9·33 / 1·75	... / ...	37·25 / 34·43	24·59 / 18·73	1·30 / 1·46	29·29 / 23·52	1,08 / 1,35	10
5·63 / 6·06	... / ...	25·39 / 22·68	9·81 / 6·91	1·21 / 1·23	16·34 / 13·11	42,67 / 40,92	10
—4·59 / 1·70	*—13·58* / 11·30	25·93 / 18·48	38·89 / 55·33	1·06 / 1·02	20·49 / 25·31	49 / 45	23
—7·89 / *—9 55*	*—7·01* / *—8·37*	11·79 / 6·03	8·48 / 7·22	0·78 / 0·38	17·04 / 13 70	4,62 / 3,60	1
4·88 / 20·13	... / ...	39·81 / 36·53	383·62 / 479 98	3·77 / 4·88	157·36 / 163 32	2,33 / 2.71	8
—15·37 / *—17·64*	*—14·21* / *—14·06*	8·78 / 4·34	*—15·29* / *—12·24*	*—0·05* / 0·02	*—63·40* / *— 31 92*	44 / 48	8
—11·66 / *—10·45*	... / ...	1·49 / 8·19	*—10·31* / *—9·77*	*—0·45* / 0·43	*—137·83* / *—127·08*	8 / 8	10
—2·24 / *—0·72*	2·07 / 7·80	19·93 / 12 16	1·08 / 2·99	1·83 / 1·47	6·41 / 10·36	71 / 72	1
—0·06 / *—4 75*	... / ...	31·46 / 21·68	22·01 / 37·56	2·27 / 1·82	29·23 / 30·08	39 / 31	1
—7·40 / *—7·90*	... / ...	9·84 / 13·50	*—6·30* / *—2·22*	0·62 / 0·90	*—33·21* / *—5·84*	12 / 11	10

* Third class by mail.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	90		91		92	
				GOODS					
				GROSS RECEIPTS AND TRAIN-MILEAGE—*concld.*				UNITS AND	
Main head.	Sub-head.			Goods train-miles run (in thousands). No.		Average goods receipts per train-mile. Rs.		Tons of goods carried one mile (in thousands). Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		2,345	2,140	4·85	4·34	583,957	537,004
2	(*a*) to (*g*) . . .	Bombay, Baroda and Central India . . .		1,337	1,142	8·85	7·94	349,560	254,193
3	(*a*)	Eastern Bengal		730	989	4·71	6·91	131,871	201,149
4	(*a*) to (*d*) . . .	East Indian		6,212	5,925	5·39	5·08	1,955,746	1,821,792
5	(*a*) to (*f*) . . .	Great Indian Peninsula		5,547	4,804	5·26	4·70	1,086,718	888,642
6	(*a*) and (*b*) . . .	Madras and Southern Mahratta		989	853	5·85	6·33	179,959	183,259
7	(*a*) and (*b*) . . .	Nizam's Guaranteed State		431	409	5·54	5·06	80,841	72,640
8	(*a*) to (*i*) . . .	North Western		5,605	5,072	5·02	5·23	1,168,597	1,064,152
9	(*a*) and (*b*) . . .	Oudh and Rohilkhand		1,274	1,148	3·88	3·44	180,914	157,947
10	(*a*)	South Indian		399	425	4·45	4·50	50,467	59,575
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		493	491	2·39	2·93	53,869	58,703
12	(*a*) and (*b*) . . .	Bengal and North-Western		1,585	1,313	3·39	3·11	185,187	149,423
14	(*a*) and (*b*) . . .	Bhavnagar		80	75	4·93	3·42	6,907	4,870
15	(*a*) and (*b*) . . .	Burma		2,113	1,801	3·16	2·40	192,044	147,245
3	(*b*) to (*d*) . . .	Eastern Bengal		910	795	3·15	4·87	100,380	95,984
17	(*a*) and (*b*) . . .	Gondal-Porbandar*		72	...	3·64	...	4,851	...
7	(*c*)	Hyderabad-Godavari Valley		283	227	4·38	3·60	28,368	20,446
18	(*a*)	Jamnagar		8	8	4·33	3·41	537	362
19	(*a*) to (*d*) . . .	Jodhpur-Bikaner		567	595	2·78	3·01	48,320	54,215
20	(*a*)	Junagad		29	30	3·67	2·58	2,000	1,707
6	(*c*) to (*l*) . . .	Madras and Southern Mahratta . . .		2,017	1,893	2·95	2·55	175,018	144,537
10	(*c*)	Nilgiri		18	16	6·28	7·76	343	433
2	(*h*) to (*n*) . . .	Rajputana-Malwa		2,090	2,082	3·91	3·89	253,188	251,648
22	(*a*) and (*b*) . . .	Rohilkund and Kumaon		297	211	3·18	3·21	33,816	22,899
10	(*f*)	Shoranur-Cochin		43	48	2·51	2·78	3,019	4,054
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1,312	1,444	3·25	2·83	120,165	121,561
23	(*a*)	Udaipur-Chitorgarh		9	14	5·11	3·21	482	527
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) . .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		192	157	2·40	2·29	13,762	13,332
8	(*j*)	Kalka-Simla		64	75	3·66	3·63	1,292	1,544
8	(*k*) and (*l*) . . .	Kohat-Thal and Nowshera-Durgai . . .		87	72	0·50	0·67	1,190	1,123
10	(*j*)	Morappur-Dharmapuri		6	8	1·28	0·92	132	178
1	(*g*)	Purulia-Ranchi		18	20	3·90	3·62	1,598	1,565
1	(*h*)	Raipur-Dhamtari		21	15	1·84	1·99	1,157	878
10	(*k*)	Tirupattur-Krishnagiri		7	6	1·75	1·70	193	188

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

93	94	95	96	97	98	99	Number.

TRAFFIC—*contd.*

UNIT MILEAGE.				VEHICLES AND VEHICLE MILEAGE.									
Average sum received for carrying a ton one mile. Pies.		Average number of tons in a train. Tons.		Number of goods vehicles hauled one mile (in thousands.)								Average number of vehicles in a goods train.		Main head.
				Loaded. Vehicle miles.		Empty. Vehicle miles.		Brake vans. Vehicle miles.		Total. Vehicle miles.		Freight Vehicles. No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3·74	3·32	240·02	250·90	46,704	45,955	25,767	25,118	3,335	3,071	75,806	74,144	30·91	33·21	1
6·50	6·86	261·51	222·51	34,044	29,851	10,895	12,266	1,635	1,519	46,574	43,636	33·62	36·87	2
5·01	6·52	180·62	203·44	18,641	24,941	4,168	10,298	735	907	23,544	36,146	31·24	35·64	3
3·29	3·17	314·82	307·43	156,295	142,080	83,220	80,654	6,727	6,436	246,242	229,170	38·56	37·59	4
5·15	4·88	195·91	184·97	102,685	87,645	38,706	29,596	9,898	8,490	151,289	125,731	25·49	24·40	5
6·18	5·66	181·92	214·74	20,213	18,737	8,094	5,980	1,933	1,614	30,240	26,331	28·62	28·96	6
5·68	5·47	176·40	175·83	6,681	6,132	3,670	3,658	834	779	11,185	10,569	22·59	23·70	7
4·62	4·78	208·50	209·80	123,597	114,387	44,112	38,650	4,774	4,831	172,483	157,868	29·92	30·17	8
5·25	4·80	141·95	137·58	22,598	18,882	8,696	7,111	1,219	972	32,513	26,965	24·55	22·64	9
6·76	6·16	126·39	140·34	6,134	6,632	1,862	1,862	658	665	8,654	9,159	20·02	20·01	10
4·19	4·71	109·30	119 62	5,764	6,624	1,956	2,203	409	454	8,129	9,281	15·66	17·99	11
5·56	5·24	116·84	113·82	35,173	27,429	13,722	10,238	2,625	2,286	51,520	39,953	30·85	28·69	12
10·98	10·16	86·20	64·60	1,595	1,246	588	765	65	51	2,248	2,062	27·24	26·68	14
6·67	5·63	90·88	81·75	32,103	26,633	14,869	10,986	2,836	2,628	49,808	40,247	22·23	20 88	15
5·49	7·75	110·30	120·78	18,538	19,162	5,751	5,213	932	793	25,221	25,168	26·69	30·67	8
10·40	...	67·18	...	1,186	...	444	...	43	...	1,673	...	22·57	...	17
8·39	7·69	91·32	79·23	4,594	3,677	1,262	1,338	545	413	6,401	5,428	18·85	19·43	7
12·37	14·39	67·23	45·52	124	91	24	46	...	...	148	137	18·53	17·20	18
6·26	6·34	85·18	91·07	9,921	10,877	5,057	5,850	1,104	1,071	16,082	17,798	26·40	28·10	19
10·12	8·64	69·59	57·28	586	470	288	340	24	12	898	822	30·42	27·17	20
6·54	6·41	86·75	76·34	33,849	30,060	8,812	9,458	2,763	2,679	45,454	42,197	21·16	20·87	6
64·00	56·57	18·84	26·34	86	90	23	12	1	1	110	103	5·99	6·21	10
6·20	6·18	121·15	120·85	46,634	45,168	16,319	17,128	1,816	1,897	64,769	64,193	30·12	29·22	2
5·37	5·67	113·75	108·74	5,495	3,853	2,771	1,698	454	364	8,720	5,915	27·80	26·36	22
6·85	6·38	70·34	83·81	707	796	229	334	62	74	998	1,204	21·81	23·36	10
6·82	6·46	91·57	84·21	21,564	22,606	8,967	10,070	1,895	1,959	32,426	34,635	23·26	22·63	10
19·33	16·50	50·80	37·38	153	154	74	99	...	...	227	253	23·89	17·92	23
6·44	5·18	71·52	84·99	3,021	2,603	1,354	1,352	396	223	4,771	4,178	22·74	25·22	1
34·62	33·72	20·28	20·67	295	463	180	137	57	63	532	663	7·45	8·03	8
7·03	8·19	13·74	15·70	598	537	212	176	132	114	942	827	9·36	9·96	8
11·39	8·16	21·58	21·58	36	50	13	21	4	5	53	76	7·97	8·63	10
8·48	8·82	88·25	78·79	391	371	90	118	8	12	489	501	26·59	24·59	1
6·49	6·73	54·54	56·64	302	236	166	96	7	10	475	342	22·02	21·44	1
12·23	10·75	27·54	30·41	67	66	11	10	5	3	83	79	11 20	12·24	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	100		101		102	
				GOODS					
				VEHICLES AND					
Main head.	Sub-head.			Average number of vehicles in a goods train.—*concld.*				Average earnings per goods vehicle per mile (excluding brakes).	
				Brake-vans. No.		Total No.		Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·42	1·43	32·33	34·64	30·11	25·12
2	(*a*) to (*g*)	Bombay, Baroda and Central India		1·22	1·33	34·84	38·20	50·57	41·37
3	(*a*)	Eastern Bengal		1·01	0·92	32·25	36 56	28·96	37·23
4	(*a*) to (*d*)	East Indian		1·08	1·09	39·64	38 63	26·83	25·94
5	(*a*) to (*f*)	Great Indian Peninsula		1·78	1·77	27·27	26 17	39·60	37·01
6	(*a*) and (*b*)	Madras and Southern Mahratta		1·95	1·89	30·57	30·85	39·26	41·15
7	(*a*) and (*b*)	Nizam's Guaranteed State		1·82	1·88	24·41	25·58	44·35	40·58
8	(*a*) to (*i*)	North Western		0·85	0·95	30 77	31·12	32·21	33·25
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·96	0·85	25·51	23·49	20·28	20·19
10	(*a*)	South Indian		1·65	1·57	21·67	21·58	42·66	43·22
		3′ 3½″ GAUGE.							
11	(*a*)	Assam-Bengal		0·83	0 92	16·19	18·91	29·26	31·34
12	(*a*) and (*b*)	Bengal and North-Western		1·66	1·74	32·51	30·43	21·07	20·80
14	(*a*) and (*b*)	Bhavnagar		0·82	0·68	28·06	27 36	34·74	24 62
15	(*a*) and (*b*)	Burma		1·34	1·46	23·57	22·34	27·26	22·03
3	(*b*) to (*d*)	Eastern Bengal		1·02	1·00	27·71	31·67	32·68	30·50
17	(*a*) and (*b*)	Gondal-Porbandar*		0·59	...	23·16	...	30·98	...
7	(*c*)	Hyderabad Godavari Valley		1·75	1·60	20·60	21 03	40·62	31·14
18	(*a*)	Jamnagar		...	...	18·53	17·20	41·87	38·08
19	(*a*) to (*d*)	Jodhpur-Bikaner		1·95	1·80	28·35	29·90	20·20	20·54
20	(*a*)	Junagad		0·85	0·40	31·27	27·57	23·15	18·21
6	(*c*) to (*l*)	Madras and Southern Mahratta		1·37	1·42	22·53	22·29	23·80	23·45
10	(*c*)	Nilgiri		0·03	0·04	6·02	6·25	201·18	239·89
2	(*h*) to (*n*)	Rajputana-Malwa		0·87	0·91	30·99	30 83	24·92	24·95
22	(*a*) and (*b*)	Rohilkund and Kumaon		1·53	1·73	29·33	28 09	21·96	23·38
10	(*f*)	Shoranur-Cochin		1·45	1·53	23·26	24·89	22·11	22·83
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1·44	1·36	24·70	23 99	26·83	24·04
23	(*a*)	Udaipur-Chitorgarh		...	...	23·89	17·92	41·09	34·43
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·06	1·42	24·80	26·64	20·26	17·46
8	(*j*)	Kalka-Simla		0·90	0·84	8·35	8·87	94·28	86·80
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		1·52	1·60	10·88	11·56	10·33	12·90
10	(*j*)	Morappur-Dharmapuri		0·67	0·62	8·64	9·25	30·83	20·41
1	(*g*)	Purulia-Ranchi		0·43	0·61	27·02	25·20	28·14	28·27
1	(*h*)	Raipur-Dhamtari		0·36	0·61	22·38	22·05	16·08	17·78
10	(*k*)	Tirupattur-Krishnagiri		0·66	0·44	11·86	12·68	30·07	26·70

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

103	104	105	106	107	108	109	
TRAFFIC—*continued.*							NUMBER.
VEHICLE MILEAGE—*concluded.*				WEIGHT OF TRAIN AND TON-MILEAGE.			
				Gross ton-mileage of all goods trains (in thousands).			
Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.	Percentage of freight upon capacity hauled. Per cent.	Average load of a goods vehicle (including both loaded and empty). Tons.	Average load of a loaded goods vehicle. Tons.	Freight. Ton-Miles.	Dead-weight. Ton-Miles.	Total. Ton Miles.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half / 2nd half	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
1,182,264 / 1,152,716	49·39 / 46·59	8·06 / 7·56	12·59 / 11·69	583,957 / 537,004	771,042 / 743,850	1,354,999 / 1,280,854	1
723,229 / 686,014	48·33 / 37·05	7·78 / 6·04	10 27 / 8·52	349,560 / 254,193	476,377 / 438,715	825,937 / 692,908	2
338,218 / 534,625	38·99 / 37·62	5·78 / 5·71	7·07 / 8·07	131,871 / 201,149	245,192 / 368,052	377,063 / 569,20.	3
3,888,721 / 3,623,724	50·29 / 50·27	8 17 / 8·18	12·51 / 12·82	1,955,746 / 1,821,792	2,399,751 / 2,241,783	4,355,496 / 4,063,575	4
2,164,636 / 1,876,303	50·20 / 47·36	7·69 / 7·58	10·7[illegible] / 10·14	1,086,718 / 888,612	1,650,535 / 1,432,398	2,737,253 / 2,321,040	5
434,575 / 379,043	41·41 / 48·35	6·36 / 7 41	8 90 / 9 78	179,959 / 183,259	218,638 / 287,028	498,597 / 470,287	6
172,654 / 162,996	46 82 / 44 57	7·81 / 7·42	12·10 / 11·85	80,841 / 72,040	118,263 / 111,704	199,104 / 184,344	7
2,929,393 / 2,727,312	39 89 / 39 02	6·17 / 6 95	9·46 / 9 30	1,168,597 / 1,064,152	1,795,281 / 1 650,497	2,963,878 / 2,714 649	8
476,526 / 397,063	37·97 / 39 78	5 78 / 6·08	8·01 / 8·36	180,914 / 157,947	374,122 / 316,114	555,036 / 474,061	9
119,783 / 127,425	42·13 / 46·75	6·31 / 7 01	8·23 / 8 98	50,463 / 59,575	92,610 / 98,251	143,078 / 157,826	10
78,256 / 88,216	68·75 / 66·54	6·98 / 6 65	9·35 / 8·86	53,869 / 58,703	62,769 / 69,398	116,638 / 128,101	11
498,173 / 334,516	37·17 / 28·86	5·79 / 3 97	5·27 / 5·45	185,187 / 149,423	268,733 / 211,960	453,920 / 361,383	12
17,501 / 16,413	29·46 / 29·67	3·16 / 2·12	4·33 / 3 91	6,907 / 4,870	11,336 / 10,264	18,243 / 15,234	14
419,926 / 422,500	45·73 / 45·66	4 09 / 3·91	5·98 / 5·53	192,044 / 147,245	376,173 / 265,495	528,217 / 412,740	15
238,315 / 240,869	42·12 / 39·83	4·13 / 3 94	5·41 / 5·01	100,360 / 95,934	170,952 / 162,578	271,332 / 258,562	3
13,519 / ...	35 89 / ...	2·98 / ...	4·09 / ...	4,852 / ...	8,896 / ...	13,748 / ...	17
64,214 / 53,936	44·18 / 37·91	4·84 / 4·08	6 18 / 5·56	28,368 / 20,416	40,024 / 33,404	68,392 / 53,850	7
1,074 / 1,001	49·98 / 36·21	3·63 / 2 65	4·33 / 3·96	536 / 363	941 / 899	1,477 / 1,262	18
131,577 / 149,188	36·72 / 36·74	3·23 / 3 24	4·87 / 4·98	48,320 / 54,215	87,326 / 96,751	135,646 / 150,966	19
6,660 / 6,123	30·02 / 27 88	2·29 / 2·11	3·41 / 3·63	2,000 / 1,707	4,067 / 4,007	6,067 / 5,714	20
331,301 / 306,706	52·83 / 47·13	4·10 / 3·66	5·17 / 4·81	175,018 / 114,537	267,781 / 249,109	442,799 / 393,646	6
1,098 / 1,027	31·25 / 42·15	3·14 / 4 24	3 98 / 4·83	343 / 433	1,074 / 1,004	1,417 / 1,437	10
563,429 / 560,180	44·94 / 44·92	4·02 / 4·04	5 43 / 5·57	253,188 / 251,648	334,955 / 335,601	588,143 / 587,249	2
103,456 / 70,724	32 69 / 32·38	4·09 / 4·13	6·15 / 5 94	33,816 / 22,899	57,037 / 39,782	90,853 / 62,682	22
8,662 / 10,622	34·86 / 38·17	3·23 / 3·59	4·27 / 5·09	3,020 / 4,054	5,865 / 6,964	8,885 / 11,018	10
248,295 / 274,444	48·40 / 44·29	3 94 / 3 72	5·57 / 5·38	120,166 / 121,561	189,797 / 213,397	309,963 / 334,958	10
1,986 / 2,063	24·26 / 25·55	2·12 / 2·08	3·16 / 3·43	483 / 528	1,261 / 1,449	1,74 / 1,977	23
35,699 / 32,256	38·55 / 41·33	3·15 / 3·37	4·55 / 5·12	13,762 / 13,332	28,818 / 24.385	42,580 / 37,717	1
4,084 / 5,313	31·64 / 29·07	2 72 / 2·57	4·38 / 3·34	1,292 / 1,544	4,593 / 4,757	5,885 / 6,301	8
3,623 / 3,186	32·84 / 35·25	1 47 / 1·58	1·99 / 2·09	1,190 / 1,123	3,789 / 3,230	4,979 / 4,353	8
239 / 346	55·50 / 51 29	2·71 / 2·50	3·71 / 3·55	133 / 178	380 / 525	513 / 703	10
4,159 / 4,218	38·43 / 37·11	3·32 / 3·20	4·09 / 4·22	1,598 / 1,565	2,650 / 2,791	4,248 / 4,356	1
2,552 / 1,815	45·35 / 48·38	2 48 / 2·64	3·84 / 3·72	1,157 / 878	1,533 / 1,109	2,690 / 1,987	1
383 / 370	50·45 / 50·95	2·46 / 2·48	2·87 / 2·88	193 / 188	504 / 460	697 / 648	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9). Main head.	Sub-head.	Railway system.	Serial number.	110	111	112
				GOODS		
				WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*		
				Average weight of a goods train.		
				Freight. Tons.	Dead-weight. Tons.	Total. Tons.
				1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
		5′ 6″ GAUGE.				
1	(*a*)	Bengal-Nagpur		249·02 / 250·90	328·79 / 347·54	577·81 / 598·44
2	(*a*) to (*g*)	Bombay, Baroda and Central India		261·51 / 222·51	356·39 / 384·03	617·90 / 606·54
3	(*a*)	Eastern Bengal		180·62 / 203 44	335·84 / 372·24	516·46 / 575 68
4	(*a*) to (*d*)	East Indian		3:4·82 / 307 43	386·30 / 378 35	701·12 / 685·78
5	(*a*) to (*f*)	Great Indian Peninsula		195·91 / 184·97	297·56 / 298·15	493·47 / 483·12
6	(*a*) and (*b*)	Madras and Southern Mahratta		181·92 / 214·74	322·12 / 336·34	504·04 / 551·08
7	(*a*) and (*b*)	Nizam's Guaranteed State		176·40 / 175 83	262·70 / 271·21	439·10 / 447·04
8	(*a*) to (*i*)	North Western		208·50 / 209 80	320·32 / 325·40	528·82 / 535·20
9	(*a*) and (*b*)	Oudh and Rohilkhand		141·95 / 137·58	293·54 / 275·35	435·49 / 412·93
10	(*a*)	South Indian		126·39 / 140·34	231·94 / 231 45	358·33 / 371·79
		3′ 3⅜″ GAUGE.				
11	(*a*)	Assam-Bengal		109·30 / 119·62	127·36 / 141·41	236·66 / 261·03
12	(*a*) and (*b*)	Bengal and North-Western		116·84 / 113·82	169 55 / 161·46	286 39 / 275 28
14	(*a*) and (*b*)	Bhavnagar		86·21 / 64·60	141·49 / 137 48	227·70 / 202 08
15	(*a*) and (*b*)	Burma		90·88 / 81·75	159·09 / 147·40	249·97 / 229·15
3	(*b*) to (*d*)	Eastern Bengal		110 30 / 120·79	187·84 / 204·57	298·14 / 325 36
17	(*a*) and (*b*)	Gondal-Porbandar*		67·18 / ...	123·19 / ...	190·37 / ...
7	(*c*)	Hyderabad Godavari Valley		91·32 / 79·23	132·69 / 134·57	224·01 / 213·80
18	(*a*)	Jamnagar		67·23 / 45·52	117·86 / 112·96	185·09 / 158·48
19	(*a*) to (*d*)	Jodhpur-Bikaner		85·18 / 91·07	153 93 / 162 51	239 11 / 253·58
20	(*a*)	Junagad		69·59 / 57 28	141·56 / 134 41	211·15 / 191·69
6	(*c*) to (*l*)	Madras and Southern Mahratta		86 75 / 76·34	132·74 / 131·57	219·49 / 207·91
10	(*c*)	Nilgiri		18·84 / 26 34	58 97 / 61·12	77·81 / 87·46
2	(*h*) to (*n*)	Rajputana-Malwa		121·15 / 120·85	160·27 / 161·17	281·42 / 282·02
22	(*a*) and (*b*)	Rohilkund and Kumaon		113 75 / 108·74	191·86 / 188 91	305·61 / 297 65
10	(*f*)	Shoranur-Cochin		70·34 / 83·81	136 65 / 143·96	206·99 / 227·77
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		91 57 / 84·21	144·62 / 147·83	236·19 / 232·04
23	(*a*)	Udaipur-Chitorgarh		50·96 / 37·43	132·88 / 102·76	183·84 / 140·19
		2′ 6″ GAUGE.				
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		71·52 / 84·99	149·77 / 155·45	221·29 / 240·44
8	(*j*)	Kalka-Simla		20·28 / 20·67	72·07 / 63·67	92·35 / 84·34
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		13·74 / 15·70	43 74 / 45·13	57·48 / 60·83
10	(*j*)	Morapur-Dharmapuri		21·58 / 21·58	61·96 / 63 83	83·54 / 85·41
1	(*g*)	Purulia-Ranchi		88·25 / 73·79	146·28 / 140·48	234·53 / 219 27
1	(*h*)	Raipur-Dhamtari		54·54 / 56·64	72 23 / 71·56	126·77 / 128·20
10	(*k*)	Tirupattur-Krishnagiri		27·54 / 30·41	71·78 / 71·24	99·32 / 104·65

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

113	114	115	115 A	116	117	118	

TRAFFIC—*concluded.*

Cost of Working and Profits.														Number.
Average cost of hauling a goods train one mile. Rs.		Average cost of hauling a goods vehicle with its load one mile. Pies.		Average cost of hauling a goods unit (*viz.*, one ton) one mile. Pies.		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. Pies.		Average profit on working a goods train one mile. Rs.		Average profit on working a goods vehicle with its load one mile. Pies.		Average profit on working a goods unit, (*viz.*, one ton) one mile. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·42	2·28	15·01	13·19	1·86	1·75	3·70	3 70	2·43	2·06	15·10	11·93	1·88	1·57	1
3·65	3·59	20·84	18·71	2·68	3·10	4·46	5·29	5·20	4·35	29·73	22 66	3·82	3·76	2
3·54	3 61	21·76	19·48	3·76	3·41	6·30	5 72	1·17	3 30	7·20	17·74	1·25	3 11	3
2·20	2·15	10·97	11·00	1·34	1·35	2·49	2·56	3·19	2·93	15·86	14 94	1·95	1·82	4
2·63	2 61	19·81	20·53	2·58	2·71	4·23	4 60	2·63	2·09	19·79	16·48	2·57	2·17	5
3·12	3·59	20·94	23·77	3·29	3·21	6·15	5·93	2·73	2·74	18·32	18·18	2·89	2·45	6
2·91	2·36	23·27	18·93	2·98	2·55	5·07	4·82	2·63	2 70	21·08	21·65	2·70	2·92	7
3·05	3·14	19·58	19 98	2·81	2 87	4·95	5·12	1·97	2·09	12 63	13 27	1·81	1·91	8
1·87	1·95	14·65	16·53	2·53	2·72	5·30	5·67	2·01	1·49	15·73	12·66	2 72	2 08	9
1·87	1·67	17·94	15·99	2·84	2 28	6·39	5 31	2·58	2·83	24·72	27·23	3·92	3 88	10
2·54	2·49	31·10	26·59	4·46	4·00	8·80	8·17	*—0·15*	0·44	*—1·84*	4·75	*—0·27*	0·71	11
1·29	1·46	8·03	9·76	2·12	2·46	4·45	5·03	2·10	1 65	13·04	11·04	3·44	2·78	12
1·59	1·76	11·20	12·70	3·54	5·24	6·66	9·59	3·34	1·66	23·54	11·92	7·44	4·92	14
2·05	2·14	17·70	19·63	4·33	5·03	7·37	8 66	1·11	0·26	9·56	2·35	2·34	0·60	15
2·71	2·48	19·52	15 51	4·72	3·94	7·81	7·09	0·44	2·39	3·16	14 99	0·77	3·81	3
1·59	...	13·52	...	4·54	...	7·82	...	2 05	...	17·44	...	5·86	...	17
1·92	2·56	17·79	22·33	3·67	5·48	6·55	8·99	2·46	1·04	22·83	8·81	4·72	2·21	7
1·85	1·93	19·16	21·59	5·28	8·16	10·81	15 28	2·48	1·48	25·71	16·49	7·09	6·23	18
1·24	1·47	9·04	10 04	2·80	3·10	4·49	4·70	1 54	1·54	11·16	10·50	3·46	3 24	19
1·87	1·78	11·83	12·57	5·17	5·96	10·27	11·94	1·80	0·80	11·32	5·64	4·95	2·68	20
1·68	1·79	15·22	16·45	3·71	4·50	6·77	7·99	1·27	0·76	11·58	7·00	2·83	1·91	6
3·49	4·29	111·72	132·57	35·54	31·26	74·08	62·64	2·79	3·47	89·46	107·32	28·46	25·31	10
2·02	2·07	12·85	13·26	3·20	3·28	5·30	5·35	1·89	1·82	12·07	11·69	3·00	2·90	2
1·73	1·90	11 91	13·84	2·91	3 35	5·57	6·79	1·45	1·31	10·05	9·54	2·46	2·32	22
1·55	1·93	13·65	15·85	4·23	4 42	9·53	8 94	0·96	0·85	8·46	7·03	2·62	1·96	10
1·80	1·77	14·84	15·03	3·77	4·04	5·96	6·26	1·45	1·06	11·99	9·01	3·05	2·42	10
1·94	1·17	15·60	12·57	7·34	6·03	28 34	25·29	3 17	2·04	25·49	21·86	11 99	10·47	23
1·88	2·12	15·85	16 16	5·04	4·80	11·29	10·69	0·52	0·17	4·41	1·30	1·40	0·38	1
3·06	3·33	78·94	79·54	28 99	30·90	68·41	65 17	0·60	0·30	15·34	7·26	5·63	2·82	8
1·23	1·42	25·24	27·41	17·19	17·40	29·71	30·17	*—0·73*	*—0·75*	*—14·91*	*—14·51*	*—10·16*	*—9·21*	8
0·90	0·93	21·66	20·63	8·00	8·25	16·66	16·27	0·38	*—0·01*	9·17	*—0·22*	3·39	*—0·09*	10
1·54	1·50	11·13	11·71	3·35	3 65	8·29	9·05	2·36	2·12	17·01	16·56	5·13	5·17	1
1·40	1·78	12·22	15·93	4·93	6·03	9·18	11·22	0·44	0·21	3·86	1·85	1·56	0·70	1
1·16	1·34	19·95	21·04	8·11	8·47	18·24	17·90	0·59	0·36	10·12	5·66	4·12	2·28	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	119		120		121	
								Detailed	
				Percentage to total					
Main head.	Sub-head.			Coaching traffic. Per cent.		Goods traffic. Per cent.		Sundries including telegraph. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		29·78	33·74	66·41	62 92	3·54	3·07
2	(a) to (g)	Bombay, Baroda and Central India		31·66	38.94	67·10	59·95	1·24	1 11
3	(a)	Eastern Bengal		47·16	34 65	47·58	62·72	5·26	2·63
4	(a) to (d)	East Indian		30·38	33 74	68·43	64 22	0·98	1·85
5	(a) to (f)	Great Indian Peninsula		28·42	35 52	70·52	63·46	1·06	1·02
6	(a) and (b)	Madras and Southern Mahratta		39·98	42·00	57·34	55 57	2·68	2 43
7	(a) and (b)	Nizam's Guaranteed State		21·66	24 14	74·17	72·90	4·17	2 96
8	(a) to (i)	North Western		33·92	33 06	64·34	60·64	1·74	1·30
9	(a) and (b)	Oudh and Rohilkhand		47·52	50·49	44·01	41·30	8·47	8·21
10	(a)	South Indian		39·50	37·40	52·12	53·74	8·38	8 86
		3′ 3⅜″ Gauge.							
11	(a)	Assam-Bengal		51 01	43·19	43·50	50·18	5·49	6 63
12	(a) and (b)	Bengal and North-Western		43 40	48 33	48·18	43·02	2·09	2 16
14	(a) and (b)	Bhavnagar		50·60	56·67	44·76	38·68	4·64	4·65
15	(a) and (b)	Burma		41·59	48 87	56·30	48 92	1·76	1·77
3	(b) to (d)	Eastern Bengal		45·67	40·48	44·95	50·60	0 52	0 56
17	(a) and (b)	Gondal-Porbandar*		56·52	...	39·36	...	4·12	...
7	(c)	Hyderabad-Godavari Valley		34·73	41·93	62·72	53·79	2·55	4·28
18	(a)	Jamnagar		71·37	73·50	26·10	23 95	2·53	2·55
19	(a) to (d)	Jodhpur-Bikaner		44·82	42·98	52·65	55·54	2·53	1·48
20	(a)	Junagad		53·43	60·12	44·02	37·21	2·55	2·67
6	(c) to (l)	Madras and Southern Mahratta		35 66	38·65	62·84	59·34	1·50	2·01
10	(c)	Nilgiri		53·75	47·52	45·79	52·06	0·46	0·42
2	(h) to (n)	Rajputana-Malwa		43·00	42·71	55·06	54·97	1·94	2·32
22	(a) and (b)	Rohilkund and Kumaon		42·06	48·22	50·21	44·15	7·73	7·63
10	(f)	Shoranur-Cochin		63·19	55·33	36·29	41·32	0·42	0·35
10	(b), (d), (e) and (g) to (i)	South Indian		54·72	55·48	43 98	43·14	1·30	1·38
23	(a)	Udaipur-Chitorgarh		62 63	66·65	33·64	32 40	3·73	0·95
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		43·65	47·74	53·99	50·69	2·36	1·57
8	(j)	Kalka-Simla		53·69	56 38	45·22	42·43	1·09	1·19
8	(k) and (l)	Kohat-Thal and Nowshera-Durgai		72·29	72·16	26·57	26·66	1·14	1·18
10	(j)	Morappur-Dharmapuri		56 86	66·54	42·60	33·01	0·54	0·45
1	(g)	Purulia-Ranchi		63·57	56·69	36·13	42·94	0·30	0·37
1	(h)	Raipur-Dhamtari		52 76	52 29	47·08	47·48	0·16	0.23
10	(k)	Tirupattur-Krishnagiri		59·13	69 64	40·64	30·12	0·23	0·24

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

122	...	123	124	125	126	127	

PERCENTAGES OF EARNINGS AND EXPENDITURE.

earnings.				Percentage of working expenses on total earnings.										NUMBER.
Steam-boat earnings. Per cent.		Total.		Maintenance. Per cent.		Locomotive expenses. Per cent.		Carriage and wagon expenses. Per cent.		Traffic expenses. Per cent.		General charges. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·27	0·27	100 00	100·00	9·20	10·16	16 60	14·69	5·09	5·62	8·23	9 31	4·73	5·44	1
...	...	100·00	100·00	12·02	11·38	18·36	19·72	3·74	4·36	6·82	7·77	3·53	3 99	2
...	...	100·00	100·00	20·31	18·89	18·41	11·99	4·81	5·16	18·02	13·24	6·30	4 12	3
0·21	0·19	100·00	100·00	8·75	7·54	11·43	12·55	4·93	3·87	8·62	9 45	3·22	3·59	4
...	...	100·00	100 00	12·18	12·54	22·29	24·03	4·06	4·58	8·17	9·41	3·50	4·10	5
...	...	100 00	100·00	10·66	12·19	21·81	21 36	7·29	6·50	6·33	7·44	4·78	5·10	6
...	...	100·00	100·00	23·15	14·76	11·97	16·10	2·53	4·43	5·82	6·45	4·33	5·27	7
...	...	100·00	100 00	18·29	12·65	20·79	23·93	6·40	6 93	9·33	9·93	3·22	3 06	8
...	...	100·00	100·00	10·41	13·27	12·91	15·89	5·71	6·15	9 09	11·06	4·08	4·70	9
...	...	100·00	100·00	8·87	8·9	21·22	19·23	3·46	3·77	6 79	6·81	5 19	4·60	10
...	...	100·00	100·00	28·63	21·94	21·48	19 08	5·44	5 19	*14·84	*16·02	10·95	10·38	11
6·33	6·49	100·00	100·00	10·44	14·54	9·79	11·31	3 26	3·34	6·44	7·50	3·87	4·63	12
...	...	100·00	100·00	8·26	11·36	10·32	12 29	1·40	2 74	6 87	10 02	5·50	7 65	14
0·35	0·44	100·00	100 00	18·58	22 27	17·51	22·42	5·23	9·23	7·29	10·56	5·50	7 40	15
8·86	8·36	100·00	100 00	16·45	13·23	20·57	12·70	10·86	3·99	10·94	9·93	5·40	3·99	3
...	...	100 00	...	10·85	...	16·28	...	1·99	...	6 99	...	8 70	...	17
...	...	100·00	100·00	17·25	34·52	13·10	17·05	2·41	3·20	8 21	11·41	7·64	10·49	7
...	...	100·00	100 00	10·38	14·97	16·26	16·48	2·24	4·67	5·64	10 72	7 68	11·39	18
...	...	100·00	100·00	7 93	9·03	15·45	17·57	2·73	3 60	5·62	5·91	3·57	3 39	19
...	...	100·00	100·00	12·34	11·05	14 93	15·66	2·26	1 22	7·61	9·20	7·92	14·17	20
...	...	100·00	100·00	11·52	16·77	21·99	24·66	5·43	6·30	7·09	8 39	5·99	6·78	6
...	...	100·00	100·00	13·95	13·24	39·26	46·38	3·71	3·44	7·75	8·78	4·86	4 95	10
...	...	100·00	100·00	10·48	10·85	19·32	19·39	4 87	5·15	8·55	9 36	4·74	5·02	2
...	...	100·00	100·00	12·50	11·71	12·48	13·26	4·35	4·62	7·85	9·63	5·82	7 80	22
...	...	100·00	100·00	8·25	16 32	19·14	20·27	3·59	4 02	7·73	7·83	5·56	5·49	10
...	...	100·00	100·00	9 19	11·88	17·82	19·82	6·10	5·49	7·85	8·05	5·56	5·68	10
...	...	100·00	100·00	12·84	13·97	12·18	13·61	3·65	3·12	7·32	8·02	5·92	5·39	23
...	...	100·00	100 00	19·81	24·86	21·55	26·53	4·90	5·26	12·08	14·72	9·37	12 85	1
...	...	100·00	100·00	5·55	21·04	20·74	20 89	24·62	13·27	13·04	10·11	4·59	3·39	8
...	...	100·00	100 00	29 92	54·58	54·89	35·21	5·82	5·67	32·22	18 69	17·82	13 78	8
...	...	100·00	100·00	31·60	29·78	48·63	45·61	9·97	5·73	8·77	7·62	5·06	5·55	10
...	...	100·00	100·00	11·52	13·71	13·44	15 64	3·39	5 02	5·26	7·08	8·49	7 56	1
...	...	100·00	100·00	10·85	19·48	19·09	18·02	4·22	5·73	6·64	8·18	8 52	11·73	1
...	...	100·00	100·00	26·69	23·13	33·69	28·87	2·43	3·14	6·34	5·71	4·41	4·39	10

* Includes 3·02 per cent in the 1st half and 3·87 per cent in the 2nd half, on account of Jetty expenses.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	128		129		130	
				Detailed Percentages of Earnings and Expenditure—*concld.*					
				Percentage of working expenses on total earnings—*concld.*					
Main head.	Sub-head.			Miscellaneous expenses. Per cent.		Steam-boat expenses. Per cent.		Total working expenses. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(*a*)	Bengal-Nagpur		3·47	3·51	1·16	1·31	48·48	50·04
2	(*a*) to (*g*)	Bombay, Baroda and Central India		2·30	4·29	...	...	46·77	51·51
3	(*a*)	Eastern Bengal		3·81	2·95	...	...	71·66	56·35
4	(*a*) to (*d*)	East Indian		1·98	2·07	0·21	0·17	39·14	39 24
5	(*a*) to (*f*)	Great Indian Peninsula		3·16	2 89	...	...	53 86	57·55
6	(*a*) and (*b*)	Madras and Southern Mahratta		2·10	3·85	...	...	52·97	56·44
7	(*a*) and (*b*)	Nizam's Guaranteed State		2·64	2·98	...	...	55·49	49·99
8	(*a*) to (*i*)	North-Western		1·53	2·32	0·01	0·01	59·57	58·88
9	(*a*) and (*b*)	Oudh and Rohilkhand		2·47	2·12	...	...	44 67	53·19
10	(*a*)	South Indian		1·45	0 24	...	...	46·98	43 62
		3′ 3⅜″ Gauge.							
11	(*a*)	Assam-Bengal		2·00	2·47	0·03	0·40	83·97	75·48
12	(*a*) and (*b*)	Bengal and North-Western		1·09	1·90	2 18	2·76	37·07	45·98
14	(*a*) and (*b*)	Bhavnagar		1·01	1·46	...	...	33·36	45·52
15	(*a*) and (*b*)	Burma		1·95	2·18	0 96	1·30	57·62	75·36
3	(*b*) to (*d*)	Eastern Bengal		2·37	1·72	8·13	6·68	74·72	52·27
17	(*a*) and (*b*)	Gondal-Porbander*		2 05	...	...	...	46·86	...
7	(*c*)	Hyderabad-Godavari Valley		1·09	2·37	...	...	49·70	79·04
18	(*a*)	Jamnagar		2·39	3·03	...	...	44·59	61·31
19	(*a*) to (*d*)	Jodhpur-Bikaner		4·34	4·51	...	...	39·64	44·01
20	(*a*)	Junagad		5·56	5·97	...	...	50·62	57 27
6	(*c*) to (*l*)	Madras and Southern Mahratta		1·60	3·24	...	...	53·53	66·14
10	(*c*)	Nilgiri		1·17	2·22	...	...	70·70	79·01
2	(*h*) to (*n*)	Rajputana-Malwa		1·60	2·76	...	...	49·56	52·53
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·66	0·81	...	...	43·66	47·83
10	(*f*)	Shoranur-Cochin		2·78	2·38	...	...	47·05	56 36
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		2·33	2·66	...	...	48·85	53 58
23	(*a*)	Udaipur-Chitorgarh		3·36	2·76	...	...	45·27	46 87
		2′ 6″ Gauge.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·46	2·32	...	...	69·17	86·54
8	(*j*)	Kalka-Simla		2·34	1·92	...	...	70·88	70·62
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		3·94	3·90	...	...	144·61	131 83
10	(*j*)	Morappur-Dharmapuri		1·63	0·75	...	...	105·71	95·24
1	(*g*)	Purulia-Ranchi		0·61	0·99	...	...	42·71	50·00
1	(*h*)	Raipur-Dhamtari		0·49	0·78	...	...	49·81	63·92
10	(*k*)	Tirupattur-Krishnagiri		0·03	0·65	...	...	73·62	70·89

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

131a	132a	133a	134a	135a	135Aa	136a	137a	
TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.								NUMBER.
PER MILE OF LINE MAINTAINED.								
General Superintendence (including office expenses.) Rs.	Maintenance and renewal of permanent-way. Rs.	Repairs of bridges, etc. Rs.	Conservancy of rivers. Rs.	Repairs of stations and buildings. Rs.	Electricity and repairs and renewals of electric plant. Rs.	Other charges (net). Rs.	Total Maintenance, etc. Rs.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
182·04 / 178·38	306·72 / 231·06	156·04 / 214·51	... / ...	137·43 / 122·42	4·37 / ...	68·48 / 64·38	855·08 / 810 75	1
191·78 / 192·20	1,0_3·07 / 937·36	414·85 / 159·56	... / ...	133·94 / 142·40	0·26 / 1·11	48·69 / 40·10	1,812 59 / 1,472·73	2
418·02 / 413·55	1,542·17 / 2,271·40	181·44 / 435·47	1·22 / 0·49	509·60 / 538·17	... / ...	218·86 / 358·91	2,871·31 / 4,017·99	3
240·54 / 243··2	817·44 / 567·49	150·62 / 160 71	... / ...	329·75 / 234·87	... / ...	160·28 / 185·97	1,698·63 / 1,392·46	4
203·62 / 206·60	7·0·16 / 819·62	3·8·03 / 215·08	... / ...	240·95 / 207·91	... / ...	125·23 / 92·43	1,737·99 / 1,541·64	5
201·75 / 195·01	490·68 / 557 06	167·96 / 181·45	... / ...	116·57 / 151·54	... / ...	56 74 / 51·49	1,033·70 / 1,136·55	6
193·61 / 209 61	2,184·89 / 774·68	45·27 / 13·45	... / ...	60·27 / 46·59	... / ...	102·99 / 150 22	2,587·03 / 1,194·55	7
178 63 / 176·08	891·51 / 488·29	285·33 / 77·12	7·83 / 6·64	261·12 / 251·83	... / ...	203·28 / 208·02	1,827·70 / 1,207 98	8
157·15 / 152·38	324·21 / 453·01	130·52 / 55·48	16·02 / 21·54	93·02 / 81·59	... / ...	100·21 / 98·55	821·13 / 862 55	9
151·36 / 144 54	350·00 / 398·17	67·61 / 67·71	... / ...	59·75 / 40·66	... / ...	49·16 / 64·57	677·88 / 715·65	10
163 60 / 165·57	520·23 / 420·32	138·28 / 72·50	... / ...	114·50 / 78·17	... / ...	43·60 / 61·15	980·21 / 797·71	11
78·15 / 89·35	287·53 / 276·78	130·04 / 119·81	0·23 / 2·23	29·21 / 48·39	... / ...	42·60 / 126·87	567·76 / 663·43	12
101·98 / 45·92	3·5·85 / 328·76	9·42 / 11·95	... / ...	22·33 / 22·56	... / ...	21·63 / 40·59	461·21 / 449 78	14
172 98 / 173·62	595·03 / 701·11	209·38 / 121·49	1·26 / 1·31	393·69 / 170·12	... / ...	68·95 / 118·10	1,441·29 / 1,285 75	15
150·33 / 120·77	395·78 / 432·58	164·98 / 141·87	0·93 / ...	132·84 / 124·79	... / ...	122·94 / 113·61	967·80 / 936 62	3
91·31 / ...	·34·75 / ...	5·82 / ...	... / ...	18·78 / ...	... / ...	22·49 / ...	373·15 / ...	17
130·53 / 157·76	595·80 / 944·93	39·81 / 125·25	... / ...	51·47 / 43·03	... / ...	53·96 / 72·16	871·57 / 1,343·13	7
50 31 / 53·58	181·40 / 182·78	1·25 / 2·64	... / ...	4·96 / 42·94	... / ...	15·68 / 31·38	253·60 / 313·26	18
21·97 / 21·52	197 45 / 209·04	1·76 / 3·26	... / ...	7·68 / 21·87	... / ...	7·36 / 13·10	236·22 / 268 79	19
88·73 / 57·74	278·33 / 183·40	6 27 / 3·47	... / ...	11·24 / 4·14	... / ...	21·10 / 7·72	405·67 / 256·47	20
85·84 / 89 73	293·90 / 401·83	40 59 / 69·15	... / ...	61 73 / 50·39	... / ...	39·28 / 41·20	522·34 / 652 30	6
229·21 / 274·14	677·62 / 592·61	145·75 / 127·14	... / ...	124·28 / 115·02	... / ...	26·76 / 10·98	1,203·62 / 1,119·89	10
1·4·66 / 104·68	434·55 / 458·75	60·60 / 21·95	... / ...	76·43 / 81·99	0·71 / ...	39·51 / 57·46	716 46 / 724 83	2
89·24 / 92·80	254·05 / 178 07	115 28 / 94·43	2·52 / 0 01	38 73 / 23·71	... / ...	13·21 / 22·28	518·03 / 411·30	22
Included with the South Indian railway, 3'3½" gauge				... / ...	... / ...	... / ...	... / ...	10
182 29 / 172 22	409·08 / 550·76	92·91 / 148·92	... / ...	59·15 / 55·31	... / ...	35·88 / 78·19	779·41 / 1,000·40	10
40 49 / 37·04	189·76 / 215·87	7·31 / 15·38	... / ...	30 98 / 12·78	... / ...	6·63 / 9·42	275·17 / 290 49	23
95·03 / 103·37	158 83 / 155·42	39·51 / 53·77	... / ...	33 91 / 20·54	... / ...	9·07 / 14·48	336·35 / 347·18	1
379·59 / 366·27	*—829·25* / 762·35	371·46 / 512·01	... / *—0·01*	228·32 / 370 73	... / ...	326·96 / 232·62	477·08 / 2,243·97	8
157·61 / 152·94	77·51 / 639 02	74·86 / 71·87	... / *—0 02*	97·28 / 50·49	... / ...	73·74 / 46·95	481·00 / 961·25	8
99·68 / 96·60	184·89 / 242·04	1·56 / 14·20	... / ...	7·88 / 6·53	... / ...	20·56 / 7·44	314 57 / 367·51	10
81·84 / 94·06	147·63 / 158 52	34·93 / 14·65	... / ...	31·29 / 26·17	... / ...	14·01 / 22·21	309·70 / 315·91	1
28·10 / 19·67	67·51 / 137·53	46·56 / 22·95	... / ...	13·58 / 7·96	... / ...	2·79 / 33·68	158·54 / 221·79	1
79·91 / 77 94	178 68 / 168·04	51·26 / 121·71	... / ...	8·11 / 13·75	... / ...	0·63 / 6·54	318·59 / 387 98	10

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	131*b*		132*b*		133*b*	
				TABLE A.—					
				PER MILE					
Main head.	Sub-head.			General Superintendence (including office expenses). Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.	
				1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*) . . .	Bengal-Nagpur		144·26	140·83	243·06	182·42	123·65	169·36
2	(*a*) to (*g*) . .	Bombay, Baroda and Central India . .		135·78	135 71	724 33	661·86	293 71	112 67
3	(*a*) . . .	Eastern Bengal		241·32	236·49	890·27	1,298·94	104·75	249·02
4	(*a*) to (*d*) . .	East Indian		148·24	149 47	503·78	348·46	92·82	98·69
5	*a*) to (*f*) . .	Great Indian Peninsula . . .		140·69	141·94	539·03	563·10	268 09	147 76
6	(*a*) and (*b*) . .	Madras and Southern Mahratta . .		161 66	156 24	393 18	446·29	134·59	145 37
7	(*a*) and (*b*) . .	Nizam's Guaranteed State . . .		171·73	185·92	1,937·99	687·16	40·16	11·93
8	(*a*) to (*i*) . .	North Western		126·86	125·74	633·15	348·71	202·64	55·07
9	(*a*) and (*b*) . .	Oudh and Rohilkhand . . .		131·89	127·45	272·10	378·69	109·54	46 40
10	(*a*) . . .	South Indian		131·34	125·40	303·70	345·43	58·63	58·74
		3′ 3½″ GAUGE.							
11	(*a*) . . .	Assam-Bengal		141·53	143·10	450·04	363·26	119·61	62·66
12	(*a*) and (*b*) . .	Bengal and North-Western . . .		66·31	75·82	243·97	234·85	110 34	101·66
14	(*a*) and (*b*) . .	Bhavnagar		87·97	39 72	263·86	284 36	8·13	10·34
15	(*a*) and (*b*) . .	Burma		135·81	134·10	467·19	542·33	164·10	93·98
3	(*b*) to (*d*) . .	Eastern Bengal		125·02	99 50	329·13	356·42	137·20	119·37
17	(*a*) and (*b*) . .	Gondal-Porbandar* . . .		82 54	...	212 18	...	5·76	...
7	(*c*) . . .	Hyderabad-Godavari Valley. . .		116·89	141·25	533·54	846·06	35 66	112·14
18	(*a*) . . .	Jamnagar		47·06	50·06	169·68	170·96	1·17	2·47
19	(*a*) to (*d*) . .	Jodhpur-Bikaner		20·74	20 34	186·39	197·58	1·65	3·09
20	(*a*) . . .	Junagad		80 47	52·46	252·41	166·63	5·69	3·15
6	(*c*) to (*l*) . .	Madras and Southern Mahratta . .		78 11	80·66	264·34	361·20	36·51	62·16
16	(*c*) . . .	Nilgiri		202·31	241·97	598 11	523·07	128·65	112·22
2	(*h*) to (*n*) . .	Rajputana-Malwa		88·35	88 34	366 84	337·15	51·16	18·53
22	(*a*) and (*b*) . .	Rohilkund and Kumaon - . .		77·83	81·02	221 53	155·49	100·53	82·46
10	(*f*) . . .	Shoranur-Cochin		Includ	with the South Indian railway, 3′ 3½″				
10	(*b*), (*d*),(*e*) and (*g*) to (*i*)	South Indian		157·57	148·75	353·43	475·70	80 27	128·63
23	(*a*) . . .	Udaipur-Chitorgarh . . .		37·87	34 55	177 50	201 36	6·83	14 35
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		87·22	93·75	145 78	140·95	36·27	48·76
8	(*j*) . . .	Kalka-Simla		335·21	323 21	-732·30	672·71	328 03	451·80
8	(*k*) and (*l*) . .	Kohat-Thal and Nowshera-Durgai . .		145·16	140·86	71·39	588·54	68·95	66·20
19	(*j*) . . .	Morappur-Dharmapuri . . .		89·18	86·06	165·43	215·63	1·40	13·27
1	(*g*) . . .	Purulia-Ranchi		73·52	84·83	132·63	142·97	31·39	13·22
1	(*h*)1 . . .	Raipur-Dhamtari		26·47	18·53	63·60	129·57	43·86	21·62
10	(*k*) . . .	Tirupattur-Krishnagiri . . .		72·69	70·89	162·55	152 87	46·63	110 72

* Information for 2nd half of 1911 not furnished.

DIX II—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

134*b*	135*b*	135A*b*	136*b*	137*b*	131*c*	132*c*	
MAINTENANCE OF WAY, WORKS AND STATIONS—*contd.*							NUMBER.
OF TRACK, INCLUDING SIDINGS.					PER TOTAL TRAIN-MILE.		

Conservancy of rivers. Rs.		Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Maintenance, etc. Rs.		General Superintendence (including office expenses). As.		Maintenance and renewal of permanent-way. As.		Main head.
1st half.	2nd half.	1st half	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	108·91	96 64	3·46	...	54·26	50·83	677·60	640·08	1·36	1·39	2·29	1·80	1
...	...	94·83	100 55	0·18	0·79	34·47	28 31	1,283·30	1,039·89	1·15	1·16	6·14	5·65	2
0·70	0·30	294·18	307·76	...	...	126·32	205 25	1,657·54	2,297·76	1·74	1·49	6·41	8·21	3
...	...	203·23	144·23	...	...	98·78	114·20	1,046·85	855·05	0·91	0·93	3·10	2·13	4
...	...	166·48	142·84	...	...	86·52	63·51	1,200·81	1,059 15	0 93	0·97	3·56	3 86	5
...	...	93 41	121 40	...	...	45·47	41·25	828 31	910·55	1·51	1·53	3·66	4·37	6
...	...	53·46	41·33	...	...	91·35	153·24	2,294·69	1,059·58	1·50	1·64	16·87	6·08	7
5·56	4·74	185·45	179·84	...	...	144·37	148·55	1,298·03	862·65	1·17	1 23	5·83	3·40	8
13·44	18·01	78·07	68·24	...	...	84·10	82·48	689·14	721·42	1·25	1·26	2·58	3·73	9
...	...	51·84	35·28	...	...	42·65	55·00	588·19	620·85	1·20	1·10	2·77	3·04	10
...	...	99·05	67·55	...	...	37·72	52·85	847 95	689·42	2·24	2·27	7·11	5·76	11
0·19	1·89	24·79	41·06	...	...	36 15	107·65	481·75	562·93	0·80	0·98	2·95	3·04	12
...	...	19·27	19·51	...	...	18 66	35·11	397 89	389·04	1·14	0·62	3·41	4·41	14
0·99	1 01	309·11	131 60	...	...	54·14	91·36	1,131·64	994·58	1·27	1·36	4·37	5·51	15
0·77	...	110 48	102 82	...	...	102·23	93·61	804·83	771·72	1·32	1·08	3·49	3·85	3
...	...	16 93	...	...	...	20·32	...	337 28	...	1·25	...	3 21	...	17
...	...	46·09	38·52	...	...	49·32	64 60	780·50	1,202·57	1·31	1·72	5·97	10·23	7
...	...	4·64	40·16	...	...	14·66	29·35	237·21	293 00	1·15	1·20	4·14	4·09	18
...	...	7·25	20 66	...	...	6·95	12·38	222·98	254 05	0·37	0·36	3 28	3·51	19
...	...	10 20	3 76	...	...	19 14	7·02	367·91	233·02	1·40	1·17	4·40	3·73	20
...	...	55·52	45 22	...	...	35·33	37·03	469·81	586·34	0·91	0·97	3·10	4 35	6
...	...	109·69	101·52	...	...	23·62	9 69	1,062·38	988 47	2·15	2·65	6·37	5·73	10
...	...	64·52	69·20	0·60	...	33·35	48·50	604·82	611·72	0·88	0·87	3·66	3·81	2
2·20	0·01	33 77	20·71	...	...	11·47	19 45	447·33	359·14	1·24	1·44	3·51	2·77	22
gauge	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	51·11	47·77	...	...	31·01	63 22	673·39	864·07	1·15	1·00	2·58	3 21	10
...	...	28·98	11·92	...	...	6·20	8 79	257·38	270 97	1·50	0·83	7·04	4·82	23
...	...	31·12	18·63	...	...	8·32	13·13	308·71	315·22	2·29	2·59	3·83	3·90	1
—0·01	...	201 62	327·14	...	...	288·74	205·27	421·30	1,980·12	2·78	2·44	*—6·08*	5 07	8
—0·02	...	89·61	46 50	...	...	67·92	43 24	443·03	885·32	1·35	1·47	0·66	6·13	6
...	...	7·05	5·81	...	...	18·39	6·63	281·45	327·40	1·43	1·33	2 66	3 32	10
...	...	28·11	23·88	...	...	12·53	20·03	278·23	284·93	1·59	1·80	2·86	3·04	1
...	...	12·79	7·50	...	...	2·63	31·73	149·35	208·95	0 74	0·59	1·78	4·12	1
...	...	7·38	12·51	...	...	0·57	5 95	289·82	352·94	1·72	1·65	3 86	3 55	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	133c		134c		135 c	
				TABLE A.—MAINTENANCE OF					
				PER TOTAL					
Main head.	Sub-head.			Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.	
				As.		As.		As.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		1·16	1·68	...	...	1·02	0·96
2	(a) to (g)	Bombay, Baroda and Central India		2·49	0·96	...	...	0·80	0·86
3	(a)	Eastern Bengal		0·75	1·57	0·01	0·01	2·12	1·95
4	(a) to (d)	East Indian		0·57	0 61	...	...	1·25	0 90
5	(a) to (f)	Great Indian Peninsula		1·77	1·01	...	...	1·10	0 98
6	(a) and (b)	Madras and Southern Mahratta		1·26	1·42	...	...	0·87	1 19
7	(a) and (b)	Nizam's Guaranteed State		0·34	0·11	...	...	0·47	0·37
8	(a) to (i)	North Western		1·86	0·54	0·06	0·05	1·71	1·75
9	(a) and (b)	Oudh and Rohilkhand		1·04	0·46	0·13	0·18	0·74	0·67
10	(a)	South Indian		0·54	0·52	...	...	0·47	0·31
		3′ 3⅜″ GAUGE.							
11	(a)	Assam-Bengal		1·89	1·00	...	...	1·56	1·07
12	(a) and (b)	Bengal and North-Western		1·33	1·32	...	0·02	0·30	0·53
14	(a) and (b)	Bhavnagar		0·10	0·16	...	...	0·25	0·30
15	(a) and (b)	Burma		1·54	0·96	0·01	0·01	2·89	1·34
3	(b) to (d)	Eastern Bengal		1·45	1·29	0·01	...	1·17	1·11
17	(a) and (b)	Gondal-Porbandar*		0·08	...	...	...	0·26	...
7	(c)	Hyderabad-Godavari Valley		0·40	1·36	...	...	0·51	0 47
18	(a)	Jamnagar		0·03	0·06	...	...	0·11	0·36
19	(a) to (d)	Jodhpur-Bikaner		0·03	0·06	...	...	0·13	0·36
20	(a)	Junagad		0·10	0·07	...	...	0·18	0·08
6	(c) to (l)	Madras and Southern Mahratta		0·43	0·75	...	...	0·65	0·54
10	(c)	Nilgiri		1·37	1·23	...	...	1·17	1·11
2	(h) to (n)	Rajputana-Malwa		0·51	0·18	...	...	0·65	0·68
22	(a) and (b)	Rohilkund and Kumaon		1·59	1·46	0 03	...	0·53	0·37
10	(f)	Shoranur-Cochin		Included with the South Indian railway, 3′ 3⅜″					
10	(b), (d), (e) and (g) to (i)	South Indian		0·59	0·87	...	...	0 37	0·32
23	(a)	Udaipur-Chitorgarh		0·27	0·35	...	...	1·15	0·28
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·95	1·35	...	...	0·82	0·51
8	(j)	Kalka-Simla		2·72	3·40	...	...	1·67	2·46
8	(k) and (l)	Kohat-Thal and Nowshera-Durgai		0·64	0·69	...	...	0·83	0·48
10	(j)	Morappur-Dharmapuri		0·02	0·20	...	...	0 11	0·09
1	(g)	Purulia-Ranchi		0·68	0·28	...	...	0·61	0·51
1	(h)	Raipur-Dhamtari		1·23	0·69	...	...	0 16	0·24
10	(k)	Tirupattur-Krishnagiri		1·11	2·57	...	...	0·17	0·29

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

135 A *c*	136 *c*	137 *c*	131 *d*	132 *d*	133 *d*	134 *d*	NUMBER.
WAY, WORKS AND STATIONS—*contd.*							
TRAIN-MILE.—*concld.*			PER 1,000 GROSS TON-MILES.				

Electricity and repairs and renewals of electric plant. As.		Other charges (net). As.		Total Maintenance, etc. As.		General superintendence (including office expenses.) Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.		Conservancy of rivers. Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	
0·03	...	0·51	0·50	6·37	6·33	0·18	0·18	0·31	0·24	0·16	0·22	...	...	1
...	...	0·29	0·24	10·87	8·87	0·16	0·17	0·88	0·85	0·36	0·14	...	...	2
...	...	0·92	1·30	11·95	14·53	0·31	0 23	1·13	1·25	0·13	0·24	...	...	3
...	...	0·60	0·71	6·43	5·31	0·10	0·10	0·35	0·25	0·06	0·07	...	...	4
...	...	0·57	0·44	7·93	7·26	0·14	0·16	0·56	0·64	0·28	0·17	...	...	5
...	...	0·42	0·41	7·72	8·92	0·25	0 25	0·62	0·72	0·21	0·23	...	...	6
...	...	0·79	1·18	19·97	9·38	0·25	0·29	2·85	1·06	0·06	0·02	...	...	7
...	...	1·33	1·44	11·96	8·41	0·18	0·19	0·89	0·52	0·28	0·08	0·01	0·01	8
...	...	0·80	0·81	6·54	7·11	0·23	0·23	0·46	0·69	0·19	0·09	0·02	0·03	9
...	...	0·39	0·49	5·37	5·46	0·27	0·23	0·62	0·64	0·12	0·11	...	...	10
...	...	0·60	0 81	13·40	10·94	0·65	0·63	2·09	1·60	0·56	0·27	...	...	11
...	...	0·44	1·39	5·82	7·28	0·20	0·25	0·72	0·78	0·33	0·34	...	...	12
...	...	0·24	0·54	5·14	6·03	0·42	0·23	1·26	1·68	0·04	0·06	...	...	14
...	...	0·50	0·93	10·58	10·11	0 33	0·39	1·15	1·57	0·40	0 27	...	...	15
...	...	1·09	1·02	8·53	8·35	0·35	0·29	0·93	1·03	0·39	0·34	...	...	3
...	...	0·31	...	5·11	...	0·51	...	1·30	...	0·03	...	...	...	17
...	...	0·54	0·79	8·73	14·63	0·44	0·59	1·98	3·52	0·13	0·46	...	...	7
...	...	0·36	0·70	5·79	7·01	0·49	0·53	1·76	1·81	0·01	0·03	...	...	18
...	...	0·11	0·22	3·92	4·51	0·11	0·10	0·93	0·96	...	0 01	...	...	19
...	...	0·33	0·16	6·41	5·21	0·50	0·42	1·56	1·34	0·04	0·03	...	...	20
...	...	0·41	0.45	5·50	7·06	0·28	0·31	0·95	1·37	0·18	0·24	...	...	6
...	...	0·25	0·11	11·31	10·83	1·70	2·02	5·01	4·37	1·07	0·94	...	...	10
0·01	...	0·33	0·47	6·04	6·01	0·23	0·23	0·94	0·99	0·13	0·04	...	...	2
...	...	0·18	0·35	7·08	6·39	0·29	0·36	0·83	0·70	0·38	0·37	0·01	...	22
gauge.	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	0·22	0·42	4·91	5·82	0·34	0·30	0·77	0·97	0·18	0·26	...	...	10
...	...	0·25	0·21	10·21	6·49	0·46	0·33	2·13	1·89	0·08	0·13	...	...	23
...	...	0·22	0·36	8·11	8·71	0·68	0·77	1·14	1·15	0·29	0·40	...	...	1
...	...	2·40	1·55	3·49	14·92	2·10	1·95	—*4·58*	4·06	2·05	2·73	...	...	8
...	...	0.63	0·45	4·11	9·22	1·46	1·56	0·72	6·49	0·70	0·78	...	...	8
...	...	0·30	0·10	4·52	5·04	1·03	0·90	1·90	2·25	0 02	0·13	...	...	10
...	...	0·27	0·43	6	6·06	0·48	0·56	0·85	0·95	0·20	0·09	...	...	1
...	...	0·07	1·01	4·18	6 65	0·43	0·38	1·03	2·63	0·71	0·44	...	...	1
...	...	0·01	0·14	6·87	8·20	1·06	1·02	2·39	2·21	0·69	1·60	...	...	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	135 *d*		135 A *d*		136 *d*	
				TABLE A.—MAINTENANCE OF WAY, WORKS					
				PER 1,000 GROSS TON-					
Main head.	Sub-head.			Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·14	0·13	...	...	0·07	0·07
2	(*a*) to (*g*)	Bombay, Baroda and Central India		0·12	0·13	...	0·01	0·04	0·03
3	(*a*)	Eastern Bengal		0·37	0·30	...	...	0·16	0 19
4	(*a*) to (*d*)	East Indian		0·14	0·11	...	...	0·07	0·09
5	(*a*) to (*f*)	Great Indian Peninsula		0·17	0·16	...	...	0·09	0·07
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·15	0·20	...	...	0·07	0·07
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·08	0·06	...	...	0 14	0·21
8	(*a*) to (*i*)	North Western		0·26	0·27	...	...	0·20	0·22
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·13	0·13	...	...	0 14	0·15
10	(*a*)	South Indian		0·10	0·07	...	...	0·09	0·10
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		0·46	0·30	...	...	0·17	0·24
12	(*a*) and (*b*)	Bengal and North-Western		0·07	0·14	...	...	0·11	0·36
14	(*a*) and (*b*)	Bhavnagar		0·09	0·12	...	...	0·09	0·21
15	(*a*) and (*b*)	Burma		0·76	0·38	...	...	0 13	0·27
3	(*b*) to (*d*)	Eastern Bengal		0·31	0·30	...	...	0·29	0·28
17	(*a*) and (*b*)	Gondal-Porbandar*		0·10	...	...	...	0·12	...
7	(*c*)	Hyderabad-Godavari Valley		0·17	0·16	...	...	0·18	0·27
18	(*a*)	Jamnagar		0·05	0 43	...	...	0·16	0·31
19	(*a*) to (*d*)	Jodhpur-Bikaner		0·03	0·10	...	...	0·04	0·06
20	(*a*)	Junagad		0·04	0·03	...	...	0·12	0·06
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·20	0·17	...	...	0·12	0·14
10	(*c*)	Nilgiri		0·92	0·85	...	...	0·20	0·08
2	(*h*) to (*n*)	Rajputana-Malwa		0·17	0 18	...	...	0·09	0·12
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·13	0·10	...	...	0·04	0·08
10	(*f*)	Shoranur-Cochin		Inclu	ded with	the Sou	th India	n railw	ay, 3′ 3⅜″
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·11	0·10	...	...	0·06	0·13
23	(*a*)	Udaipur-Chitorgarh		0 35	0·11	...	...	0·08	0·08
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda. Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0 24	0·15	...	...	0·07	0·11
8	(*j*)	Kalka-Simla		1·26	1·97	...	...	1·81	1·24
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		0·90	0·51	...	...	0·68	0·48
10	(*j*)	Morappur-Dharmapuri		0·08	0·06	..	...	0·21	0·07
1	(*g*)	Purulia-Ranchi		0·18	0·16	...	...	0·08	0·13
1	(*h*)	Raipur-Dhamtari		0·21	0·15	...	...	0·04	0·64
10	(*k*)	Tirupattur-Krishnagiri		0·11	0·18	...	...	0·01	0·09

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics]

137 *d*		138 *a*		139 *a*		139 A *a*		140 *a*		141 *a*		142 *a*		
AND STATIONS —*concld.*		TABLE B.—LOCOMOTIVE EXPENSES.												NUMBER.
MILES—*concld.*		PER TOTAL TRAIN MILE.												
Total Maintenance, etc.		General superintendence (including office expenses).		Running expenses.		All charges connected with working of Rail Motors.		Fuel, (average cost.)		Water.		Oil, tallow and other stores.		Main head.
Rs.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·86	0·84	0·85	0·90	2·48	2·52	...	...	2·35	1·47	0·20	0·18	0·28	0·30	1
1·56	1·33	0·61	0·63	2·63	2·62	...	...	7·90	7·50	0·48	0·46	0·90	0·67	2
2·10	2·21	0·48	0·45	2·21	2·07	...	...	3·27	3·25	0·22	0·17	0·34	0·29	3
0·72	0·62	0·82	0·80	2·11	2·20	1·86	2·35	1·45	1·49	0·14	0·16	0·42	0·48	4
1·24	1·20	0·68	0·72	2·79	2·84	5·07	...	6·06	5·80	0·26	0·22	0·33	0·26	5
1·30	1·47	0·81	0·88	2·26	2·33	9·56	9·96	5·81	6·16	0·26	0·27	0·29	0·31	6
3·38	1·64	0·69	0·66	1·87	1·82	...	...	2·43	2·46	0·23	0·23	0·25	0·24	7
1·82	1·29	0·60	0·63	1·96	2·07	...	...	6·15	5·83	0·30	0·32	0·32	0·29	8
1·17	1·32	0·60	0·66	1·38	1·46	...	...	2·82	2·78	0·14	0·15	0·31	0·31	9
1·20	1·15	0·93	0·47	2·00	2·17	5·87	4·96	5·53	5·36	0·15	0·16	0·37	0·36	10
3·93	3·04	1·09	1·15	1·72	1·71	...	...	3·34	3·50	0·25	0·25	0·30	0·34	11
1·43	1·87	0·40	0·42	0·76	0·78	...	...	2·07	1·98	0·15	0·15	0·16	0·18	12
1·90	2·30	0·49	0·79	0·91	1·01	...	...	3·81	3·90	0·14	0·16	0·22	0·24	14
2·17	2·88	0·85	0·92	2·53	2·49	1·95	6·15	3·50	3·12	0·31	0·32	0·28	0·27	15
2·27	2·24	0·55	0·51	1·45	1·58	...	...	2·56	3·55	0·17	0·16	0·23	0·23	3
2·06	...	0·58	...	1·03	...	...	...	4·65	...	0·12	...	0·29	...	17
2·90	5·00	0·90	0·97	1·58	1·58	...	...	1·71	1·78	0·19	0·19	0·17	0·18	7
2·47	3·11	0·98	0·60	1·39	0·95	...	...	4·56	5·03	0·16	0·12	0·36	0·29	18
1·11	1·23	0·34	0·33	0·64	0·69	...	...	3·90	3·67	0·44	0·44	0·36	0·41	19
2·26	1·88	0·62	0·72	1·14	1·65	...	0·07	4·43	3·31	0·14	0·16	0·33	0·30	20
1·68	2·23	0·67	0·69	2·09	2·12	...	...	4·01	4·10	0·28	0·28	0·19	0·21	6
8·90	8·26	1·01	1·29	6·64	7·08	...	...	15·91	18·82	0·31	0·27	1·23	1·28	10
1·56	1·56	0·82	0·78	2·00	1·97	...	...	4·37	4·28	0·28	0·25	0·35	0·34	2
1·68	1·61	0·61	0·74	0·82	0·86	...	...	3·08	3·28	0·19	0·23	0·20	0·21	22
gauge.	...	...	...	...	...	...	...	...	...	...	...	...	...	10
1·46	1·76	0·62	0·54	1·93	1·87	...	...	4·26	4·35	0·21	0·19	0·29	0·28	10
3·10	2·54	1·70	0·99	0·75	0·52	...	...	3·42	2·66	0·13	0·22	0·36	0·31	23
2·42	2·58	1·03	1·07	1·15	1·23	...	...	3·19	3·06	0·25	0·28	0·18	0·20	1
2·64	11·95	1·25	0·97	3·52	3·42	...	...	5·34	5·21	0·23	0·24	0·30	0·30	8
4·46	9·77	0·68	0·67	1·01	1·00	...	...	1·75	1·55	0·54	0·51	0·19	0·16	8
3·24	3·41	0·08	0·10	0·77	0·94	...	...	3·64	3·32	0·59	0·65	0·19	0·17	10
1·79	1·89	1·24	1·22	1·58	1·65	...	...	2·18	1·54	0·46	0·49	0·31	0·37	1
2·42	4·24	0·57	0·64	1·15	1·21	...	...	1·22	1·04	0·35	0·38	0·09	0·18	1
4·26	5·10	0·14	0·15	0·87	0·87	...	...	4·74	5·29	0·80	0·80	0·24	0·19	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	143 *a*		143A*a*		143B*a*	
				TABLE B.—					
				PER TOTAL					
Main head.	Sub-head.			Maintenance and renewal of locomotives. Annas.		Maintenance and renewal of motor cars. Annas.		Maintenance and renewal of machinery, tools and plant. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		3·09	1·97	...	...	0·15	0·31
2	(*a*) to (*g*)	Bombay, Baroda and Central India		2·62	2·20	...	...	0·34	0·27
3	(*a*)	Eastern Bengal		3·65	1·98	...	...	0·32	0·29
4	(*a*) to (*d*)	East Indian		2·06	2·30	0·47	0·50	0·19	0·20
5	(*a*) to (*f*)	Great Indian Peninsula		2·95	2·74	8·53	...	0·18	0·21
6	(*a*) and (*b*)	Madras and Southern Mahratta		5·09	4·31	9·09	7·09	0·36	0·48
7	(*a*) and (*b*)	Nizam's Guaranteed State		2·55	4·18	...	...	0·03	0·12
8	(*a*) to (*i*)	North Western		2·38	4·85	...	...	0·32	0·34
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·44	1·55	...	...	0·18	0·27
10	(*a*)	South Indian		3·16	2·64	13·51	1·44	0·19	0·15
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		1·78	1·99	...	...	0·04	0·04
12	(*a*) and (*b*)	Bengal and North-Western		1·07	1·13	...	...	0·05	0·06
14	(*a*) and (*b*)	Bhavnagar		0·69	0·23	...	...	0·05	0·17
15	(*a*) and (*b*)	Burma		1·82	2·24	0·74	0·64	0·14	0·22
3	(*b*) to (*d*)	Eastern Bengal		3·14	1·35	...	...	0·45	0·04
17	(*a*) and (*b*)	Gondal-Porbandar*		0·63	...	...	...	0·09	...
7	(*c*)	Hyderabad-Godavari Valley		1·08	1·30	...	...	0·03	0·07
18	(*a*)	Jamnagar		0·91	0·43	...	0·01	0·29	0·23
19	(*a*) to (*d*)	Jodhpur-Bikaner		1·34	2·53	...	...	0·11	0·13
20	(*a*)	Junagad		0·67	0·11	...	...	0·15	0·56
6	(*c*) to (*l*)	Madras and Southern Mahratta		2·30	1·63	...	...	0·29	0·24
10	(*c*)	Nilgiri		4·71	6·71	...	...	0·15	0·10
2	(*h*) to (*n*)	Rajputana-Malwa		2·29	2·31	...	...	0·41	0·33
22	(*a*) and (*b*)	Rohilkund and Kumaon		1·59	1·55	...	...	0·17	0·23
10	(*f*)	Shoranur-Cochin		Included with the South Indian railway, 3′3⅜″					
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1·72	1·92	...	...	0·20	0·14
23	(*a*)	Udaipur-Chitorgarh		2·76	1·40	...	...	0·53	0·19
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·87	1·88	...	...	—0·05	0·05
8	(*f*)	Kalka-Simla		1·15	3·22	...	...	0·31	0·28
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		2·22	1·47	...	...	0·13	0·13
10	(*j*)	Morappur-Dharmapuri		1·68	2·54	...	...	0·01	0·01
1	(*g*)	Purulia-Ranchi		0·85	0·83	...	...	...	...
1	(*h*)	Raipur-Dhamtari		2·07	1·63	...	...	0·01	...
10	(*k*)	Tirupattur-Krishnagiri		1·81	1·11	...	...	0·08	0·01

* Information for 2nd half of 1911, not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

143 Ca.	144 *a.*	145 *a.*	138 *b.*	139 *b.*	139A *b.*	140 *b.*	
LOCOMOTIVE EXPENSES—contd.							NUMBER.
TRAIN MILE—concld.			PER ENGINE MILE.				
Electricity and repairs and renewals of electric plant. Annas.	Other charges (net). Annas.	Total locomotive expenses. Annas.	General Superintendence (including office expenses). Annas.	Running expenses. Annas.	All charges connected with the working of Rail Motors. Annas.	Fuel (average cost). Annas.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
0·04 ...	2·05 1·50	11·49 9·15	0·70 0·74	2·03 2·07	... ...	1·92 1·21	1
... ...	1·07 0·99	16·55 15·34	0·51 0·54	2·19 2·22	... ...	6·58 6·38	2
... ...	0·30 0·63	10·79 9·13	0·38 0·32	1·53 1·49	... ...	2·26 2·33	3
... ...	1·24 1·23	*8·43 *8·86	0·62 0·60	1·60 1·67	1·79 2·24	1·10 1·12	4
... ...	1·32 1·20	*14·57 *13·99	0·58 0·62	2·28 2·44	5·07 ...	5·17 4·98	5
... ...	0·88 0·88	*15·76 *15·62	0·66 0·72	1·85 1·91	9·56 9·95	4·78 5·06	6
... ...	0·44 0·52	8·49 10·23	0·60 0·58	1·64 1·59	... ...	2·12 2·15	7
... ...	1·57 1·58	13·60 15·91	0·49 0·51	1·61 1·68	6·79 13·09	5·04 4·73	8
... ...	1·22 1·32	8·09 8·50	0·52 0·57	1·19 1·25	... ...	2·42 2·39	9
... ...	0·50 0·42	*12·83 *11·73	0·83 0·42	1·77 1·94	5·87 4·95	4·89 4·77	10
*							
... ...	1·53 0·53	10·05 9·51	0·89 0·92	1·41 1·38	... ...	2·73 2·80	11
... ...	0·87 1·00	5·53 5·70	0·33 0·35	0·63 0·64	... ...	1·72 1·64	12
... ...	0·11 0·02	6·42 6·52	0·44 0·70	0·82 0·90	... ...	3·43 3·48	14
... ...	0·60 0·62	*10·08 *10·20	0·68 0·74	2·02 2·01	1·95 6·15	2·80 2·52	15
... ...	2·11 1·59	10·66 8·01	0·43 0·39	1·13 1·20	... ...	1·99 1·96	3
... ...	0·22 ...	7·66 ...	0·54 ...	0·95 ...	... ...	4·30 ...	17
... ...	0·97 1·15	6·63 7·22	0·80 0·87	1·40 1·40	... ...	1·51 1·58	7
... ...	0·42 ...	9·07 *7·65	0·88 0·51	1·24 0·82	... ...	4·04 4·23	18
... ...	0·50 0·58	7·63 8·78	0·31 0·30	0·60 0·63	... ...	3·61 3·38	19
... ...	0·28 0·51	7·76 *7·32	0·57 0·64	1·05 1·45	... 0·06	4·09 2·90	20
... ...	0·13 1·11	10·46 10·38	0·58 0·59	1·81 1·83	... ...	3·47 3·53	6
... ...	1·86 2·39	31·82 37·94	0·88 1·12	5·83 6·14	... ...	13·97 16·33	10
... ...	0·61 0·49	11·13 10·75	0·70 0·68	1·73 1·74	... ...	3·76 3·75	2
... ...	0·41 0·14	7·07 7·29	0·46 0·57	0·61 0·69	... ...	2·33 2·60	22
gauge. ...	... ...	... ...	... ...	... ...	... ...	... ...	19
... ...	0·30 0·30	9·53 9·59	0·56 0·48	1·72 1·66	... ...	3·80 3·87	10
... ...	... 0·01	9·65 6·30	1·57 0·93	0·69 0·49	... ...	3·15 2·51	23
... ...	1·21 1·52	8·83 9·29	0·82 0·85	0·92 0·97	... ...	2·55 2·43	1
... ...	0·85 1·03	12·95 14·67	0·97 0·77	2·75 2·72	0·84 4·84	4·17 4·16	8
... ...	1·02 0·46	7·54 5·95	0·61 0·62	0·92 0·93	... ...	1·38 1·43	8
... ...	... ...	6·96 7·73	0·08 0·10	0·77 0·93	... ...	3·62 3·30	10
... ...	0·40 0·81	7·02 6·91	1·03 1·02	1·31 1·36	... ...	1·81 1·28	1
... ...	1·88 1·07	7·34 6·15	0·47 0·58	0·95 1·10	... ...	1·01 0·94	1
... ...	... ...	8·68 8·42	0·14 0·14	0·87 0·87	... ...	4·73 5·28	10

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	141 *b*.		142 *b*.		143 *b*.	
				TABLE B.—					
				PER ENGINE					
Main head.	Sub-head.			Water. Annas.		Oil, tallow and other stores. Annas.		Maintenance and renewal of locomotives. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·16	0·15	0·23	0·26	2·52	1·62
2	(*a*) to (*g*)	Bombay, Baroda and Central India		0·40	0·39	0·75	0·56	2·18	1·87
3	(*a*)	Eastern Bengal		0·15	0·13	0·24	0·21	2·52	1·41
4	(*a*) to (*d*)	East Indian		0·11	0·12	0·32	0·36	1·56	1·74
5	(*a*) to (*f*)	Great Indian Peninsula		0·22	0·19	0·28	0·22	2·51	2·35
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·21	0·22	0·24	0·25	4·19	3·54
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·20	0·21	0·22	0·21	2·23	3·65
8	(*a*) to (*i*)	North Western		0·25	0·26	0·26	0·24	1·95	3·93
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·12	0·13	0·26	0·26	1·23	1·34
10	(*a*)	South Indian		0·13	0·14	0·33	0·32	2·79	2·35
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal		0·20	0·20	0·25	0·27	1·45	1·59
12	(*a*) and (*b*)	Bengal and North-Western		0·13	0·13	0·13	0·15	0·89	0·94
14	(*a*) and (*b*)	Bhavnagar		0·12	0·14	0·20	0·22	0·63	0·21
15	(*a*) and (*b*)	Burma		0·25	0·26	0·22	0·22	1·46	1·81
3	(*b*) to (*d*)	Eastern Bengal		0·13	0·12	0·18	0·18	2·43	1·04
17	(*a*) and (*b*)	Gondal-Porbandar*		0·11	...	0·27	...	0·63	...
7	(*c*)	Hyderabad-Godavari Valley		0·17	0·17	0·15	0·16	0·96	1·15
18	(*a*)	Jamnagar		0·15	0·10	0·32	0·25	0·81	0·36
19	(*a*) to (*d*)	Jodhpur-Bikaner		0·40	0·40	0·33	0·38	1·24	2·33
20	(*a*)	Junagad		0·13	0·14	0·30	0·26	0·62	0·09
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·24	0·24	0·17	0·18	1·99	1·40
10	(*c*)	Nilgiri		0·28	0·23	1·08	1·11	4·14	5·82
2	(*h*) to (*n*)	Rajputana-Malwa		0·23	0·22	0·30	0·30	1·98	2·03
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·14	0·18	0·15	0·17	1·20	1·22
10	(*f*)	Shoranur-Cochin		Included with the South Indian railway, 3′ 3¾″					
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)...	South Indian		0·18	0·17	0·26	0·25	1·54	1·70
23	(*a*)	Udaipur-Chitorgarh		0·12	0·20	0·33	0·30	2·55	1·32
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·20	0·22	0·14	0·16	1·49	1·49
8	(*f*)	Kalka-Simla		0·18	0·19	0·23	0·24	0·90	2·56
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		0·48	0·47	0·18	0·15	2·01	1·36
10	(*j*)	Morappur-Dharmapuri		0·59	0·65	0·19	0·17	1·68	2·53
1	(*g*)	Purulia-Ranchi		0·38	0·41	0·26	0·31	0·70	0·68
1	(*h*)	Raipur-Dhamtari		0·28	0·35	0·08	0·16	1·70	1·49
10	(*k*)	Tirupattur-Krishnagiri		0·80	0·80	0·23	0·19	1·80	1·11

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

143-A *b.*	143 B *b.*	143-C *b.*	144 *b.*	145 *b.*	138 *c.*	139 *c.*	NUMBER.
LOCOMOTIVE EXPENSES—*contd.*							
MILE—*concld.*					PER 1,000 GROSS TON-MILES.		

Maintenance and renewal of motor cars. Annas.		Maintenance and renewal of machinery, tools and plant. Annas.		Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total Locomotive expenses. Annas.		General Superintendence (including office expenses). Rs.		Running expenses. Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·12	0·26	0·03	...	1·68	1·23	9·39	7·52	0·11	0·12	0·33	0·34	1
...	...	0·28	0·23	...	...	0·89	0·84	13·78	13·03	0·09	0·10	0·37	0·39	2
...	...	0·22	0·20	...	...	0·20	0·44	7·45	6·53	0·08	0·07	0·39	0·32	3
0·45	0·43	0·15	0·16	...	...	0·93	0·93	*6·39	*6·70	0·09	0·09	0·24	0·26	4
8·53	...	0·15	0·18	...	...	1·13	1·03	*12·42	*12·01	0·10	0·12	0·44	0·47	5
9·09	7·09	0·30	0·40	...	...	0·73	0·73	*12·96	*12·33	0·13	0·15	0·38	0·38	6
...	...	0·03	0·10	...	...	0·39	0·45	7·43	8·94	0·12	0·12	0·32	0·32	7
0·19	5·39	0·26	0·27	...	...	1·29	1·28	*11·15	*12·90	0·09	0·10	0·30	0·32	8
...	...	0·16	0·23	...	...	1·05	1·13	6·95	7·30	0·11	0·12	0·25	0·27	9
18·51	1·44	0·16	0·13	...	...	0·44	0·37	*11·34	*10·44	0·21	0·16	0·45	0·47	10
...	...	0·03	0·02	...	...	1·25	0·43	8·21	7 61	0·32	0·32	0·51	0·47	11
...	...	0·04	0·04	...	...	0·72	0·83	4·59	4·72	0·10	0·11	0·18	0·21	12
...	...	0·05	0·16	...	...	0·10	0·01	5·79	5·82	0·18	0·30	0·34	0·38	14
0·74	0·64	0·11	0·18	...	...	0·48	0·51	*8·02	*8·25	0·22	0·26	0·66	0·70	15
...	...	0·35	0·03	...	...	1·64	1·22	8·28	6·14	0·15	0·15	0·39	0·42	3
...	...	0·09	...	...	...	0·20	...	7·09	...	0·23	...	0·42	...	17
...	...	0·02	0·06	...	...	0·86	1·02	5·87	6·41	0·30	0·34	0·53	0·54	7
...	0 01	0·26	0·20	...	...	0·37	...	8·07	*6·52	0·42	0·26	0·59	0·42	18
...	...	0·10	0·12	...	...	0·46	0·54	7·05	8·08	0·10	0·09	0·18	0·19	19
...	...	0·14	0·50	...	...	0·26	0·44	7·16	*6·42	0·22	0·26	0·40	0·60	20
...	...	0·25	0·21	...	...	0·55	0·95	9·06	8·93	0·21	0·22	0·64	0·67	6
...	...	0·13	0·09	...	...	1·63	2·08	27·94	32·92	0·79	0·99	5·23	5·40	10
...	...	0·35	0·29	...	...	0·53	0·42	9·58	9·43	0·21	0·20	0·52	0·51	2
...	...	0·13	0·18	...	...	0·31	0·11	5·33	5·72	0·14	0·19	0·20	0·22	22
gauge.	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	0·18	0·13	...	...	0·27	0·27	8·51	8·53	0·19	0·16	0·58	0·56	10
...	...	0·49	0·17	...	...	...	0·01	8·90	5 93	0·51	0·38	0·22	0·21	23
...	...	—0·04	0·04	...	...	0·97	1·21	7·05	7·37	0·31	0·32	0·34	0·36	1
3·64	4·97	0·24	0·22	...	...	0·68	0·82	*10·12	*11·68	0·94	0·78	2·65	2·74	8
...	...	0·12	0·12	...	...	0·93	0·43	6·83	5·51	0·74	0·71	1·10	1·06	8
...	...	0·01	0·01	...	...	...	...	6·94	7·69	0·06	0·07	0·55	0·63	10
...	...	...	...	...	...	0·33	0·67	5·82	5·73	0·37	0·38	0·47	0·51	1
...	...	...	...	...	...	1·55	0·98	6·04	5·60	0·33	0·41	0·67	0·77	1
...	...	0·08	0·01	...	...	...	...	8·65	8·40	0·08	0·09	0·54	0·54	10

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	139-Ac.		140c.		141 c.	
				TABLE B—					
				PER 1,000 GROSS					
Main head	Sub-head.			All charges connected with the working of Rail Motors. Rs.		Fuel. (average cost). Rs.		Water. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		...	...	0·32	0·20	0·03	0·02
2	(a) to (g)	Bombay, Baroda and Central India		...	...	1 13	1·13	0·07	0·07
3	(a)	Eastern Bengal		...	...	0·57	0·49	0·04	0·03
4	(a) to (d)	East Indian		2·56	3·25	0 16	0·17	0 02	0·02
5	(a) to (f)	Great Indian Peninsula		3·88	...	0·95	0·95	0·04	0·04
6	(a) and (b)	Madras and Southern Mahratta		6·26	6·51	0·98	1·01	0 04	0·04
7	(a) and (b)	Nizam's Guaranteed State		...	...	0·41	0·43	0 04	0 04
8	(a) to (i)	North Western		...	...	0 94	0 89	0 94	0·05
9	(a) and (b)	Oudh and Rohilkhand		...	...	0·50	0·52	0·03	0·03
10	(a)	South Indian		5 36	4 39	1·23	1·13	6·03	0·03
		3′ 3⅜″ GAUGE.							
11	(a)	Assam-Bengal		...	...	0·98	0·97	0·07	0·07
12	(a) and (b)	Bengal and North-Western		...	...	0·52	0·52	0 04	0·04
14	(a) and (b)	Bhavnagar		...	...	1·40	1·49	0·05	0·06
15	(a) and (b)	Burma		3·05	9·20	0·91	0·88	0·08	0·09
3	(b) to (d)	Eastern Bengal		...	...	0·68	0·69	0·04	0·04
17	(a) and (b)	Gondal-Porbandar*		...	...	1·87	...	0 05	...
7	(c)	Hyderabad-Godavari Valley		...	...	0·57	0·61	0·06	0·07
18	(a)	Jamnagar		...	...	1·93	2·23	0·07	0·05
19	(a) to (d)	Jodhpur-Bikaner		...	...	1·11	1·00	0·12	0·12
20	(a)	Junagad		...	0·02	1 58	1·19	0·05	0·06
6	(c) to (l)	Madras and Southern Mahratta		...	...	1·22	1·30	0·09	0 09
10	(c)	Nilgiri		...	...	12·52	14·35	0·25	0·20
2	(h) to (n)	Rajputana-Malwa		...	...	1 13	1·11	0 07	0·06
22	(a) and (b)	Rohilkund and Kumaon		...	...	0·73	0·83	0·05	0·06
10	(f)	Shoranur-Cochin		Included with the South Indian railway, 3′ 3⅜″					
10	(b), (d), (e) and (g) to (i)	South Indian		...	...	1·27	1·32	0·06	0·06
23	(a)	Udaipur-Chitorgarh		...	...	1·04	1·05	0·04	0 09
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		...	...	0·95	0·90	0 07	0·08
8	(j)	Kalka-Simla		...	...	4·03	4·18	0·18	0·19
8	(k) and (l)	Kohat-Thal and Nowshera-Durgai		...	...	1 90	1·64	0·58	0·54
10	(j)	Morappur-Dharmapuri		...	...	2·60	2·24	0·42	0 44
1	(g)	Purulia-Ranchi		...	...	0·64	0·48	0·14	0·16
1	(h)	Raipur-Dhamtari		...	...	0·71	0·66	0 20	0·25
10	(k)	Tirupattur-Krishnagiri		...	...	2·94	3·29	0 50	0·50

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

142 *c.*	143 *c.*	143 A *c.*	143 B *c.*	143 C *c.*	144 *c.*	145 *c.*	
LOCOMOTIVE EXPENSES—*concld.*							NUMBER.
TON-MILES—*concld.*							

Oil, tallow and other stores. Rs.		Maintenance and renewal of locomotives. Rs.		Maintenance and renewal of motor cars. Rs.		Maintenance and renewal of machinery, tools and plant. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Locomotive expenses. Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·04	0·04	0·42	0·26	...	...	0·02	0·04	0·01	...	0·28	0·20	1·56	1·22	1
0·13	0·10	0·38	0·33	...	...	0·05	0·04	...	...	0·15	0·15	2·57	2·31	2
0 07	0·05	0·64	0·30	...	...	0·05	0·04	...	...	0·05	0·09	1·89	1·39	3
0·05	0·06	0·23	0·27	0 64	0·70	0·02	0·03	...	...	0·14	0·14	*0·94	*1·04	4
0·05	0·04	0·46	0·45	6·54	...	0·03	0·03	...	...	0·21	0·20	*2·28	*2·30	5
0·05	0·05	0·85	0·71	5·95	4·64	0·06	0·08	...	...	0·15	0·15	*2·64	*2·57	6
0·04	0·04	0·43	0·73	...	...	...	0·02	...	...	0·08	0·09	1·44	1·79	7
0·05	0·04	0·36	0·74	...	...	0·05	0·05	...	...	0·24	0·24	2·07	2·43	8
0·05	0·06	0·26	0·29	...	...	0·03	0·05	...	...	0·22	0·24	1·45	1 58	9
0·08	0·08	0·71	0·56	12·34	1·27	0·04	0·03	...	...	0·11	0·09	*2·86	*2·49	10
0·03	0·09	0·52	0·55	...	...	0·01	0·02	...	...	0·45	0·15	2·95	2·64	11
0·04	0·05	0·27	0·29	...	...	0·01	0·01	...	...	0·22	0·26	1·38	1·49	12
0·08	0·09	0·26	0·09	...	...	0·02	0·07	...	...	0·04	0·01	2·37	2·49	14
0·07	0·08	0·47	0·63	1·15	0·96	0·04	0·06	...	...	0·16	0·18	*2·61	*2·88	15
0·06	0·06	0·83	0·36	...	...	0·12	0·01	...	...	0·56	0·42	2·83	2·15	3
0·12	...	0·27	...	...	...	0·04	...	...	...	0·09	...	3·09	...	17
0·05	0·06	0·36	0·44	...	...	0 01	0·02	...	...	0·32	0·39	2·20	2·47	7
0·15	0·13	0·39	0·19	...	...	0·13	0·11	...	...	0·18	0·01	3·86	*3·40	18
0·10	0·11	0·38	0·69	...	...	0·03	0·03	...	...	0·14	0·16	2·16	2·39	19
0·12	0·11	0·24	0·04	...	...	0·05	0·20	...	...	0·10	0·18	2·76	2·64	20
0 06	0·06	0·70	0·51	...	...	0·09	0·08	...	...	0·19	0·35	3·20	3·28	6
0·97	0·98	3·72	5·11	...	...	0·11	0·08	...	...	1·46	1·83	25·05	28·94	10
0·09	0·09	0·60	0·60	...	...	0·10	0·09	...	...	0·16	0·13	2·88	2·79	2
0·05	0·05	0·37	0·40	...	...	0·04	0·05	...	...	0·10	0·03	1·68	1·83	22
gauge.	...	...	...	...	...	...	...	...	...	...	...	...	...	10
0·09	0·09	0·51	0·58	...	...	0·06	0·04	...	...	0·09	0·09	2·85	2·90	10
0·11	0·12	0·84	0·55	...	...	0·16	0·07	...	...	...	...	2·92	2·47	23
0·05	0·06	0·56	0·56	...	...	—*0 01*	0·02	...	...	0·36	0·45	2·63	2·75	1
0·22	0·24	0·87	2·58	...	...	0·24	0·22	...	...	0·64	0·83	9·77	11·76	8
0·21	0·17	2·41	1·55	...	...	0·14	0·14	...	...	1·11	0·49	8·19	6·30	8
0·14	0·12	1·21	1·72	...	...	...	...	...	...	...	...	4·98	5·22	10
0·09	0·12	0·25	0·26	...	...	...	...	...	...	0·12	0·25	2·08	2·16	1
0·05	0·11	1·20	1·04	...	...	...	...	...	...	1·09	0·69	4·25	3·93	1
0·15	0·12	1·12	0·69	...	...	0·05	0·01	...	...	...	...	5·38	5·24	10

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.) Main head.	Sub-head.	Railway system.	Serial number.	146 *a*.		147 *a*.		148 *a*.	
				TABLE C.—CARRIAGE AND					
				PER TOTAL					
				General Superintendence (including office expenses). Annas.		Repairs and renewals of coaching vehicles. Annas.		Repairs and renewals of goods vehicles. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·20	0·22	1·23	1·37	1·50	1·30
2	(*a*) to (*g*)	Bombay, Baroda and Central India		0·29	0·28	1·34	1·20	1·13	1·36
3	(*a*)	Eastern Bengal		0·22	0·33	1·85	0·78	0·19	2·41
4	(*a*) to (*d*)	East Indian		0·19	0·20	1·05	0·68	2·14	1·56
5	(*a*) to (*f*)	Great Indian Peninsula		0·25	0·28	1·11	1·07	0·83	0·80
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·39	0·40	1·81	1·69	2·70	2·16
7	(*a*) and (*j*)	Nizam's Guaranteed State		0·15	0·17	0·75	0·80	0·66	1·56
8	(*a*) to (*i*)	North Western		0·28	0·27	2·02	2·10	1·12	1·19
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·30	0·33	2·17	1·89	0 57	0·52
10	(*a*)	South Indian		0·28	0·15	0 69	0·68	0·68	1·00
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		0·39	0 41	0·87	0 81	0 89	0·97
12	(*a*) and (*b*)	Bengal and North-Western		0·14	0·15	0·61	0·52	0·71	0·65
14	(*a*) and (*b*)	Bhavnagar		0·15	0·24	0·32	0·53	0·15	0·27
15	(*a*) and (*b*)	Burma		0·33	0·36	0 89	1·30	1·43	2·18
3	(*b*) to (*d*)	Eastern Bengal		0·35	0·27	3·17	1·07	1·61	0·71
17	(*a*) and (*b*)	Gondal-Porbandar*		0·17	...	0·31	...	0·15	...
7	(*c*)	Hyderabad-Godavari Valley		0·16	0·18	0·52	0·67	0·36	0·34
18	(*a*)	Jamnagar		0·25	0·23	0·52	0·57	0·03	0·44
19	(*a*) to (*d*)	Jodhpur-Bikaner		0·12	0 12	0·42	0·90	0·59	0·46
20	(*a*)	Junagad		0·19	0·24	0·52	0·05	0·14	0·03
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·25	0·25	0·67	0 91	1·42	1·24
10	(*c*)	Nilgiri		0·34	0·43	0·81	0·67	0·56	0·40
2	(*h*) to (*n*)	Rajputana-Malwa		0·30	0·27	0·91	1·18	1·09	0·93
22	(*a*) and (*b*)	Rohilkund and Kumaon		0·27	0·33	0·62	0·72	1·24	1·06
10	(*f*)	Shoranur-Cochin		Included with the South Indian railway					
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·20	0·18	1·98	0·96	0·62	1·13
23	(*a*)	Udaipur-Chitorgarh		0·37	0·24	1·81	0·73	0·25	0·14
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0 21	0·23	0·48	0·62	0·81	0·51
8	(*j*)	Kalka-Simla		0·45	0·44	4·76	6·84	9·87	1·57
8	(*k*) and (*l*)	Kohat-Thal and Nowshera Durgai		0·12	0·13	0·18	0·26	0·20	0·22
10	(*j*)	Morappur-Dharmapuri		0·03	0·03	0·64	0·25	0·11	0·08
1	(*g*)	Purulia-Ranchi		0·29	0 30	0·41	0·82	0·40	0·43
1	(*h*)	Raipur-Dhamtari		0·08	0·09	0·49	0·61	0·29	0·40
10	(*k*)	Tirupattur-Krishnagiri		0·05	0·05	0 10	0·53	0·11	...

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

148 A *a.*	149 *a.*	149 A *a.*	150 *a.*	151 *a.*	146 *b.*	147 *b.*	
WAGON EXPENSES.							NUMBER.
TRAIN—MILE.					PER 1,000, VEHICLE MILES RUN BY HOME VEHICLES.		
Repairs and renewals of machinery, tools and plant. Annas.	Cleaning and oiling. Annas.	Electricity and repairs and renewals of electric plant. Annas.	Other charges (net). Annas.	Total Carriage and Wagon expenses. Annas.	General Superintendence (including office expenses). Rs.	Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. Rs.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
0·03 / 0·06	0·53 / 0·53	0 01 / ...	0·02 / 0 03	3·52 / 3·51	0·40 / 0·43	11·99 / 12·22	1
0·23 / 0·17	0·37 / 0 37	... / ...	0·02 / 0·02	3·38 / 3·40	0·79 / 0·74	9·10 / 7·27	2
0·17 / 0·01	0·38 / 0·37	... / ...	0·02 / 0·06	2·83 / 3·96	0·65 / 0·68	13·61 / 5·93	3
0·08 / 0·09	0·18 / 0·21	... / ...	... / ...	3·64 / 2 74	0·40 / 0·43	9·07 / 5·83	4
0·08 / 0·12	0·36 / 0·37	... / ...	0·02 / 0·03	2·65 / 2·67	0 85 / 0·98	11·30 / 10·08	5
0·08 / 0·16	0·33 / 0·36	... / ...	*—0·02* / ...	5·29 / 4·77	1·22 / 1·18	14·17 / 11·95	6
... / 0·01	0·24 / 0·25	... / ...	... / 0·02	1·80 / 2·81	0·44 / 0·54	8·84 / 9·37	7
0·12 / 0·11	0·47 / 0·57	... / ...	0·18 / 0 37	4·19 / 4·61	0·76 / 0·77	16·07 / 15·16	8
0·18 / 0·19	0·34 / 0·37	... / ...	0·03 / ...	3·59 / 3·30	0·71 / 0·94	18·14 / 14·54	9
0·04 / 0·04	0·38 / 0·42	... / ...	0·03 / 0·02	2·10 / 2·31	1·29 / 0·63	7·12 / 6·33	10
0·02 / ...	0·34 / 0 38	... / ...	0·03 / 0·02	2·54 / 2·59	1·51 / 1·55	6·31 / 5·92	11
0·03 / 0·03	0·29 / 0·28	... / ...	0·02 / 0·03	1 80 / 1·66	0·29 / 0·32	3·04 / 2·39	12
0·03 / 0·09	0·22 / 0·30	... / ...	... / 0·02	0·87 / 1·45	0·54 / 0·95	2 23 / 3·81	14
0·04 / 0·07	0·29 / 0·31	... / ...	0·02 / 0 02	3·00 / 4·24	0·88 / 1·01	7·21 / 3·72	15
0·12 / 0·08	0·34 / 0·34	... / ...	0·04 / 0·05	5·63 / 2·52	1·01 / 0·79	21·33 / 7·06	3
0·05 / ...	0·26 / ...	... / ...	... / ...	0·94 / ...	0·69 / ...	1 94 / ...	17
0·02 / 0·01	0 15 / 0·15	... / ...	0 01 / 0·01	1·22 / 1 36	0·55 / 0·61	4·11 / 4·69	7
0·15 / 0·54	0·29 / 0·40	... / ...	... / ...	1·24 / 2·18	1·12 / 1·18	2·81 / 4·06	18
0 04 / 0·06	0·20 / 0·23	... / ...	*—0·02* / 0·03	1·35 / 1·80	0·42 / 0·40	3·22 / 6·82	19
0·06 / 0 01	0·26 / 0·23	... / ...	... / ...	1·17 / 0·56	0·71 / 0·78	1·96 / 0·17	20
0·09 / 0 04	0·19 / 0·19	... / ...	*—0·02* / 0·03	2·60 / 2·66	0·71 / 0·69	6·08 / 7·70	6
0·05 / 0·03	1 24 / 1 28	... / ...	0·01 / ...	3·01 / 2·81	3·35 / 4·29	12 69 / 10·11	10
0·10 / 0·10	0·33 / 0·33	... / ...	0·08 / 0·04	2 81 / 2·85	0·72 / 0·62	5·51 / 6·94	2
0·06 / 0·05	0·27 / 0·35	... / ...	0·01 / 0·01	2·47 / 2·52	0·52 / 0·72	4·18 / 4·14	22
3′ 3½″ gauge.	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	10
0·07 / 0·03	0·35 / 0·32	... / ...	0·01 / 0·02	3·23 / 2·64	0·63 / 0·59	12·12 / 6·11	10
... / ...	0·47 / 0·35	... / ...	... / ...	2·90 / 1·46	0·87 / 0 95	7·67 / 3·93	23
0·01 / 0·02	0·48 / 0·45	... / ...	0 01 / 0·01	3·00 / 1·84	0·53 / 0·57	2·85 / 3·29	1
0·01 / ...	0·41 / 0·50	... / ...	0·01 / 0·06	15·51 / 9·41	3·60 / 3·24	71·49 / 99·35	8
0·03 / ...	0·26 / 0·35	... / ...	0·01 / ...	0 80 / 0·96	0·77 / 0·77	1·86 / 2 61	8
... / ...	0·65 / 0·61	... / ...	... / ...	1·43 / 0·97	0·14 / 0·17	4·74 / 1·93	10
0·03 / 0·01	0·64 / 0·65	... / ...	... / 0·01	1·77 / 2·22	0·72 / 0·77	1·48 / 3·21	1
... / ...	0·75 / 0·85	... / ...	0·01 / 0·01	1·62 / 1·96	0·24 / 0·31	4·84 / 5 36	1
0·02 / ...	0·35 / 0·34	... / ...	... / ...	0·63 / 0·92	0·19 / 0·20	0·63 / 3·21	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial Number.	148*b*.	148-A.*b*.	149 *b*.	
				TABLE C—CARRIAGE AND			
				PER 1,000			
Main ead.	Sub-head.			Repairs and renewals of goods vehicles calculated on goods vehicle mileage. Rs.	Repairs and renewals of machinery, tools and plant. Rs.		Cleaning and oiling. Rs.	
				1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		3·81	3·42	0·06	0·13	1·07	1·08
2	(*a*) to (*g*) . . .	Bombay, Baroda and Central India		5·27	6·25	0·63	0·44	1·01	0·95
3	(*a*)	Eastern Bengal		0·90	16·39	0·51	0·04	1·10	0 98
4	(*a*) to (*d*) . . .	East Indian		5·73	4·34	0·17	0·18	0·37	0·44
5	(*a*) to (*f*) . . ,	Great Indian Peninsula		4·18	4·55	0·27	0·43	1·22	1·32
6	(*a*) and (*b*) . . .	Madras and Southern Mahratta . . .		14·31	10·69	0·24	0·46	1·04	1·04
7	(*a*) and (*b*) . . .	Nizam's Guranteed State		2·67	6·66	0·02	0·03	0·73	0·78
8	(*a*) to (*i*) . . .	North Western		4·79	5·48	0·34	0·30	1·29	1·60
9	(*a*) and (*b*) . . .	Oudh and Rohilkhand		1·91	2·33	0·43	0·53	0·83	1·06
10	(*a*)	South Indian		5·50	8·24	0·19	0·19	1·74	1 86
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		7·47	7·42	0·04	...	1·32	1·42
12	(*a*) and (*b*) . . .	Bengal and North-Western		2·36	2·46	0 06	0·07	0·58	0·59
14	(*a*) and (*b*) . . .	Bhavnagar		1·13	2·27	0·10	0·36	0·79	1·18
15	(*a*) and (*b*) . . .	Burma		5·77	6·22	0·11	0·19	0·78	0·87
3	(*b*) to (*d*) . . .	Eastern Bengal		10·85	3·73	0·35	0·21	0·99	1·02
17	(*a*) and (*b*) . . .	Gondal-Porbandar*		1·73	...	0·21	...	1·09	...
7	(*c*)	Hyderabad-Godavari Valley		2·15	2·21	0·06	0·03	0·52	0·50
18	(*a*)	Jamnagar		0·77	8·48	0·66	2·83	1·30	2·11
19	(*a*) to (*d*) . . .	Jodhpur-Bikaner		3·98	2·86	0·18	0·21	0·71	0·76
20	(*a*)	Junagad		0·52	0·11	0·23	0·05	0·98	0·77
6	(*c*) to (*l*) . . .	Madras and Southern Mahratta . . .		5·84	4·95	0·25	0·11	0·53	0·52
10	(*c*)	Nilgiri		15·27	11·28	0·48	0·33	12·38	12·66
2	(*h*) to (*n*) . . .	Rajputana-Malwa		4·24	3 57	0·22	0·22	0·79	0·76
22	(*a*) and (*b*) . . .	Rohilkund and Kumaon		3·33	6·05	0·12	0·10	0·53	0·77
10	(*f*)	Shoranur-Cochin				Included with the South Indian			
10	(*b*), (*d*), (*e*) and (*g*) to (*i*).	South Indian		3·74	7·67	0·20	0·11	1·05	1 05
23	(*a*)	Udaipur-Chitorgarh		1·27	2·59	...	0·02	1·07	1·49
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) . .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3·54	2·43	0·03	0·04	1·21	1·13
8	(*j*)	Kalka-Simla		170·10	23·51	0·07	0·02	3·32	3 71
8	(*k*) a d (*l*) .	Kohat-Thal and Nowshera-Durgai . . .		2·89	3 30	0·19	...	1·64	2 10
10	(*j*) . .	Morappur-Dharmapuri		1·94	1·02	0·01	0·01	3·37	2·93
1	(*g*)	Purulia-Ranchi		3·08	3·35	0·06	0·03	1·58	1·70
1	(*h*)	Raipur-Dhamtari		1·27	2·21	...	...	2·29	2·88
10	(*k*)	Tirupattur-Krishnagiri		1·21	0·03	0·09	0·01	1·45	1·41

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

149-A. *b.*	150 *b.*	151 *b.*	152 *a.*	153 *a.*	154 *a.*	155 *a.*	NUMBER.
WAGON EXPENSES—*concld.*			TABLE D.—TRAFFIC EXPENSES.				
VEHICLE MILES RUN BY HOME VEHICLES—*concld.*			PER TOTAL TRAIN-MILE.				

Electricity and repairs and renewals of electric plant. Rs.		Other charges (net) Rs.		Total Carriage and Wagon expenses. Rs.		General Superintendence (including office expenses). Annas.		Station staff. Annas.		Train staff. Annas.		Fuel, lighting water and general stores. Annas.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	
0·02	...	0·04	0·06	7·12	7·12	0·87	0·90	2·54	2·53	0·88	0·89	0·52	0·53	1
...	...	0·06	0·05	9·31	8·87	0 64	0·61	3·43	3·33	0·71	0·74	0·83	0·97	2
...	...	0·06	0·16	8·27	10·38	1·14	1·02	6·41	5·96	1·30	1·26	1·13	1·12	3
...	...	*−0·02*	0·01	7·45	5·76	0·93	0·96	3·01	3·12	1·25	1·30	0·69	0·78	4
...	...	0·08	0·09	8·96	9·46	0·57	0·58	2·26	2·31	1·31	1·32	0·73	0·77	5
...	...	*−0·05*	0·01	16·71	13·91	0·70	0·78	2·22	2·65	0·81	0 87	0·49	0·63	6
...	...	...	0·06	5·45	8·80	0·74	0·77	1·52	1·55	0·93	0·85	0·43	0·40	7
...	...	0·48	1·04	11·49	12·97	0·71	0·79	3 02	3·45	1·06	1·12	0·72	0·76	8
...	...	0·08	*−0·01*	8·63	9·37	0·94	0·93	2·55	2·70	1·08	1·09	0·47	0·48	9
...	...	0·13	0·09	9·56	10·12	0·90	0·88	1·96	2·00	0·71	0·63	0·63	0·38	10
...	...	0·12	0·03	9·84	9·68	1·14	1·21	2·85	3·11	0·69	0·70	0·48	0·72	11
...	...	0·03	0·05	3·59	3·46	0·52	0·55	1·63	1·70	0·46	0·47	0·41	0·46	12
...	...	0·01	0·09	3·15	5·68	0·49	0·41	2·08	2·23	0·37	0·35	0·79	1·03	14
...	...	0·07	0·07	8·11	12·08	0·80	0·83	2·16	2·22	0·76	0 80	0·47	0·50	15
...	...	0·12	0·17	16·38	7·40	0·92	0·90	2·89	3·06	0·78	0·71	0·62	0·67	3
...	...	0·01	...	3·87	...	0·38	...	1·57	...	0·31	...	0·61	...	17
...	...	0·03	0·02	4·16	4·57	0·86	0 97	1·59	1·69	0·61	1·01	0·44	0·48	7
...	...	0·01	...	5·55	11·40	0·35	1·35	1·34	1·38	0·34	0·41	0·41	0·57	18
...	...	*−0·08*	0·12	4·85	6·13	0·50	0·48	1·03	1·07	0·25	0·24	0·49	0 55	19
...	...	0·01	...	4·41	1·88	0·44	0·73	1·80	1·81	0 43	0·45	0 60	0 85	20
...	...	*−0·05*	0·09	7·37	7·24	0·60	0·61	1·52	1·56	0·52	0 53	0·34	0·38	6
...	...	0·12	0·03	29·95	27·82	1·20	1·23	3·93	4·20	0·87	1·37	0·23	0·28	10
...	...	0·19	0·10	6·65	6·61	0·68	0·65	2·32	2 27	0·76	0 73	0·64	1 04	2
...	...	0·04	0·03	4·78	5·47	0·57	0·81	2·06	2 29	0 52	0 63	0 59	0·71	23
railway, 3′ 3¾″ gauge.			...	...	...	...	...	...	...	...	...	...	...	10
...	...	0·06	0·06	9·85	8·68	0·73	0·67	1·90	1·75	0·57	0·54	0·59	0 57	10
...	...	...	...	10·88	8·98	1·78	1·02	2·27	1·25	0·30	0·26	0 36	0·38	23
...	...	0·03	0·02	5·06	4·59	1·05	1·02	2·10	2·47	0·72	0·72	0·65	0·56	1
...	...	0·07	0·47	124·46	69·49	1·35	1·20	3·76	3·29	1·14	0·99	0·92	0·78	8
...	...	0·04	...	4·92	5·76	0·66	0·48	1·95	1·47	0·58	0·45	0·76	0·42	8
...	...	...	...	7·43	4·71	0·22	0 28	0·70	0·69	0·28	0·30	0·04	0·05	10
...	...	0 01	0·01	4·39	5·77	0·48	0·65	1·65	1·97	0·32	0·33	0·25	0·15	1
...	...	0·03	0·03	4·98	6·55	0·60	0·26	1·48	1·75	0 42	0·69	...	0 02	1
...	...	...	...	2·58	3·82	0·38	0·40	0·93	0·97	0·18	0·19	0·08	0 08	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	156 *a*		157 *a*		158 *a*	
				TABLE D—					
				PER TOTAL TRAIN-MILE					
Main head.	Sub-head.			Clothing. Annas.		Printing, stationery and tickets. Annas.		Charges for delivery and collection of goods, etc. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*) . . .	Bengal-Nagpur		0·07	0·06	0·14	0·20	0·01	...
2	(*a*) to (*g*) . .	Bombay, Baroda and Central India. . .		0·18	0·08	0·37	0·31	...	...
3	(*a*) . . .	Eastern Bengal		0·15	0·20	0·34	0·26	0·11	0·02
4	(*a*) to (*d*) . .	East Indian		0·07	0·07	0·21	0·23	0·06	0·07
5	(*a*) to (*f*) . .	Great Indian Peninsula		0·09	0·09	0·22	0·21	0·01	0·01
6	(*a*) and (*b*) . .	Madras and Southern Mahratta . . .		0·07	0·07	0·26	0·39	0·03	0·03
7	(*a*) and (*b*) . .	Nizam's Guaranteed State		0 05	0·05	0·21	0·19	0·01	0·01
8	(*a*) to (*i*) . .	North Western		0·19	0·13	0·32	0·29	...	...
9	(*a*) and (*b*) . .	Oudh and Rohilkhand		0·11	0·14	0·16	0·25	0·02	0·02
10	(*a*) . . .	South Indian		...	0·01	0·16	0·04	...	...
		3′ 3⅜″ GAUGE.							
11	(*a*) . . .	Assam-Bengal		...	—*0·01*	0·36	0·31	...	...
12	(*a*) and (*b*) . .	Bengal and North-Western		0·03	0·06	0·21	0·22	...	...
14	(*a*) and (*b*) . .	Bhavnagar		...	0 11	0·36	0·80	...	...
15	(*a*) and (*b*) . .	Burma		0·08	0·16	0·18	0·23	...	...
3	(*b*) to (*d*) . .	Eastern Bengal		0·11	0·13	0·27	0·21	...	...
17	(*a*) and (*b*) . .	Gondal-Porbandar*		0·02	...	0·32	...	...	...
7	(*c*) . . .	Hyderabad-Godavari Valley		0·06	0·07	0·21	0·25	...	...
18	(*a*) . . .	Jamnagar		...	0·07	0·27	0·39	...	...
19	(*a*) to (*d*) . .	Jodhpur-Bikaner		0·03	0·04	0·22	0·22	...	...
20	(*a*) . . .	Junagad.		0·02	0 09	0·43	0·38	...	...
6	(*c*) to (*l*) . .	Madras and Southern Mahratta . . .		0·06	0·06	0·21	0·26	...	...
10	(*c*) . . .	Nilgiri		...	0 04	0·04	0·05	...	...
2	(*h*) to (*n*) . .	Rajputana-Malwa		0·12	0 07	0·23	0·28	...	...
22	(*a*) and (*b*) . .	Rohilkund and Kumaon		0·06	0·01	0·26	0·37	...	...
10	(*f*) . . .	Shoranur-Cochin		Included with the South Indian railway, 3′ 3⅜″					
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·11	0·01	0·28	0·32	...	...
23	(*a*) . . .	Udaipur-Chitorgarh		0·10	0 06	0·47	0·39	...	...
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·07	0·06	0·06	0·06	...	...
8	(*j*) . . .	Kalka-Simla		0·42	0·19	0·55	0·16	0·06	0·02
8	(*k*) and (*l*) . .	Kohat-Thal and Nowshera-Durgai . . .		0·11	0·17	0·32	0·13	...	...
10	(*j*) . . .	Morappur-Dharmapuri		...	...	0·01	0·01	...	...
1	(*g*) . . .	Purulia-Ranchi		...	...	0·03	0·01	...	...
1	(*h*) . . .	Raipur-Dhamtari		...	...	0·03	0·04	...	...
10	(*k*) . . .	Tirupattur-Krishnagiri		...	...	0·01	0·02	...	...

* Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

159 *a*	160 *a*	161 *a*	162 *a.*	152 *b.*	153 *b.*	154 *b.*	
TRAFFIC EXPENSES—*contd.*							NUMBER.
—*concld.*				PER CENT OF TRAFFIC EARNINGS. (*Abstracts H. and I. of Revenue Accounts*).			

Miscellaneous expenses. Annas.		Payments to other lines. Annas.		Other charges (net) Annas.		Total traffic expenses. Annas.		General superintendence (including office expenses). Per cent.		Station staff. Per cent.		Train staff. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·01	0·01	0·66	0·62	...	...	5·70	5·79	1·30	1·50	3·81	4·20	1·32	1·48	1
0·01	0·01	0·01	0·01	*—0·01*	...	6·17	6 06	0·72	0·80	3·83	4·32	0·79	0·97	2
0·01	0·01	...	...	0·01	0·32	10·60	10·17	2·05	1·37	11·59	7·96	2·34	1·68	3
0·02	0·03	0·03	0·08	0·01	0·01	6·34	6·65	1·27	1·40	4·14	4·52	1·72	1·89	4
0·01	0·01	0·10	0·14	0·01	0·01	5·31	5 45	0·88	1·02	3·52	4·02	2·04	2·30	5
0·02	0·02	*—0·01*	0·02	*—0 01*	*—0·01*	4·58	5·45	1·00	1·10	3·15	3·71	1·16	1·21	6
0·01	0·01	0·23	0·26	...	0·01	4·13	4·10	1·09	1·25	2·23	2·51	1·36	1·38	7
0·01	...	0·04	0·01	0·04	0 08	6·11	6·63	1·11	1·20	4·70	5·25	1·65	1·71	8
0·02	...	0·35	0 30	0·01	0·02	5·71	5·93	1·63	1·89	4·44	5·49	1·87	2·21	9
0·01	0·01	*—0 26*	0·20	...	...	4·11	4·15	1·63	1·58	3·53	3·61	1·28	1·12	10
...	...	...	...	0·01	0·02	5·53	6·06	2·61	2 62	6·43	6·68	1·57	1·51	11
0 05	0·05	0·15	0·10	0 05	0·05	3·51	3·66	1·06	1·17	3·36	3·65	0·94	1·00	12
0·01	0·01	0·17	0·36	0·01	0 01	4·28	5·31	0·84	0·81	3·50	4·41	0·62	0·70	14
0·01	0·02	...	...	0·03	0·03	4·49	4·79	1·44	1·87	3·87	5·00	1·37	1·81	15
0·02	0·01	...	0·36	0·07	0·23	5·68	6 28	1·98	1·57	6·15	5·31	1·64	1·25	3
0·01	...	0·06	...	0·01	...	3·29	...	0·84	...	3·47	...	0·70	...	17
—0·04	0·02	0·22	0·33	...	0·01	4·15	4·83	1·73	2·40	3·22	4·17	1·63	2 48	7
0·01	0·02	0·42	0·82	...	...	3·14	5·01	0·63	2 98	2·47	3·03	0·62	0 90	18
...	...	0·25	0 35	0·01	0·01	2·78	2·96	1·05	0·96	2·13	2·17	0·51	0·49	19
0·01	0·02	0·21	...	0·01	0·01	3·95	4·34	0·87	1·59	3·56	3·93	0·84	0·98	20
0·02	0·02	0·11	0·10	0·01	0·01	3·39	3·53	1·28	1·49	3·23	3·78	1·12	1·29	6
0·01	0·01	...	...	...	...	6·28	7·18	1·49	1·51	4·87	5·16	1·08	1·68	10
0·03	0·02	0·15	0 14	...	...	4·93	5·19	1·20	1·20	4·11	4·19	1·35	1·32	2
0·02	0·03	0·37	0 40	...	...	4·45	5·25	1·08	1·61	3·93	4 55	1·00	1·25	22
gauge.	...	...	...	...	...	...	...	...	...	...	...	...	...	10
0 02	0·01	0·02	0·01	*—0·02*	0·02	4·20	3·90	1·40	1·36	3·59	3·66	1·07	1·14	10
0·04	0·02	0·51	0·32	...	...	5·83	3·70	2·32	2 21	2·97	2·72	0·39	0·57	23
0·02	0·03	0·26	0·23	0·01	...	4·94	5 15	2·62	2·97	5·26	7·18	1·81	2·09	1
0·01	0·02	..	0·46	0 01	0 06	8·22	7·17	2·16	1·71	6·04	4·70	1·84	1·41	8
0·01	...	...	...	0·04	0·04	4·43	3·16	4·87	2·90	14·36	8·83	4·28	2·69	8
...	...	...	...	...	...	1·25	1·33	1·54	1·64	4·93	4·08	1·97	1·74	10
0·02	0·02	...	...	...	...	2·75	3·13	0·92	1·48	3·17	4·48	0·61	0·76	1
0·03	0 03	...	...	...	...	2·56	2 79	1·55	0·76	3·86	5·14	1·10	2·02	1
...	...	...	...	...	...	1·63	1·66	1·48	1·39	3·81	3·34	0·71	0·66	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	155 *b*.		156 *b*.		157 *b*.	
				TABLE D—					
				PER CENT OF TRAFFIC					
Main head.	Sub-head.			Fuel, lighting, water and general stores. Per cent.		Clothing. Per cent.		Printing, stationery and tickets. Per cent.	
				1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·78	0·95	0·11	0·09	0·22	0·34
2	(*a*) to (*g*)	Bombay, Baroda and Central India		0 93	1·25	0·20	0·10	0·42	0 40
3	(*a*)	Eastern Bengal		2·04	1·50	0·28	0·26	0·62	0·35
4	(*a*) to (*d*)	East Indian		0·95	1·14	0·10	0·10	0·29	0·33
5	(*a*) to (*f*)	Great Indian Peninsula		1·13	1·35	0·14	0·16	0·35	0·36
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·69	0·88	0·10	0·10	0·37	0·55
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·64	0·65	0·07	0·08	0·30	0·31
8	(*a*) to (*i*)	North Western		1·12	1·16	0 29	0·20	0·49	0·44
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·82	0·97	0·19	0·28	0·28	0·53
10	(*a*)	South Indian		1·13	0·71	0·01	0·01	0·29	0·07
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		1·08	1·54	...	*—0 01*	0·80	0·66
12	(*a*) and (*b*)	Bengal and North-Western		0·86	0 98	0·09	0·13	0·43	0·49
14	(*a*) and (*b*)	Bhavnagar		1·33	2·04	...	0·22	0·61	1 59
15	(*a*) and (*b*)	Burma		0·85	1·13	0·14	0·35	0·31	0·53
3	(*b*) to (*d*)	Eastern Bengal		1·32	1·26	0·24	0·22	0·57	0·35
17	(*a*) and (*b*)	Gondal-Porbandar*		1·35	...	0·04	...	0·72	...
7	(*c*)	Hyderabad-Godavari Valley		0·89	1·20	0·13	0·17	0·43	0·62
18	(*a*).	Jamnagar		0·75	1 27	...	0 15	0·49	0·84
19	(*a*) to (*d*)	Jodhpur-Bikaner		1·02	1·12	0·06	0·07	0·46	0·45
20	(*a*)	Junagad		1·19	1·85	0·04	0·21	0·85	0·88
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·71	0·92	0·13	0·15	0·43	0·63
10	(*c*)	Nilgiri		0·28	0·35	0·01	0·05	0·05	0·06
2	(*h*) to (*n*)	Rajputana-Malwa		1·13	1·92	0·21	0·14	0·40	0·51
22	(*a*) and (*b*)	Rohilkund and Kumaon		1·13	1·42	0·11	0·02	0·10	0·73
10	(*f*)	Shoranur-Cochin		Included with the South Indian railway, 3′ 3⅜″ gauge					
10	(*b*), (*d*), (*e*) and (*g*) to (*i*).	South Indian		1·11	1·10	0·20	0·13	0·53	0 68
23	(*a*)	Udaipur-Chitorgarh		0·48	0·83	0·13	0·16	0·61	0·85
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·63	1·61	0·18	0·17	0·14	0 16
8	(*j*)	Kalka-Simla		1·48	1·12	0·67	0·27	0·88	0 22
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		5·56	2 51	0·82	1 01	2·05	0·76
10	(*j*)	Morappur-Dharmapuri		0·30	0·31	0·01	...	0·05	0 07
1	(*g*)	Purulia-Ranchi		0·49	0·33	...	...	0·05	0·02
1	(*h*)	Raipur-Dhamtari		...	0·06	...	...	0·07	0·13
10	(*k*)	Tirupattur-Krishnagiri		0·29	0·26	0·01	...	0·05	0·06

*Information for 2nd half of 1911 not furnished.

DIX 11.—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

159 *b*.	159 *b*.	160 *b*.	161 *b*.	162 *b*.		163 *a*.		
TRAFFIC EXPENSES—*concld.*						TABLE E.—GENERAL CHARGES.		NUMBER.
EARNINGS (*Abstracts H. and I. of Revenue Accounts.*)—*concld.*						PER TOTAL TRAIN-MILE.		
Charges for delivery and collection of goods, etc.	Miscellaneous expenses.	Payments to other lines.	Other charges (net).	Total Traffic expenses.	General superintendence per cent on traffic earnings (including steam-boat).	Home expenditure.		Main head.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Annas.		
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half.	2nd half.	
0·01 ...	0·02 0·02	0·98 1·03	0·01 ...	8·56 9·61	1·30 1·50	0·55	0·56	1
... ...	0·01 0·01	0·01 0·01	—*0·01* ...	6·90 7·86	0·72 0 80	0·41	0·43	2
0·03 0·03	0·03 0·03	... ...	0·04 0 42	19·02 13·60	2·05 1 37	0·18	...	3
0·09 0·19	0·03 0·04	0·12 0·11	0·02 0·01	8·73 9·64	1·27 1·40	0·34	0 37	4
0·01 0·01	0·02 0·03	0·16 0·24	0·01 0·01	8·26 9·50	0·88 1·02	0·28	0·32	5
0·04 0·05	0·02 0·03	—*0·01* 0·02	—*0·02* —*0 02*	6·50 7·63	1 00 1·10	0 52	0·60	6
0·02 0·02	0·02 0·01	0·34 0·43	... 0·01	6·07 6·65	1 09 1·25	0·39	0·36	7
0·01 0·01	0·01 0 01	0·06 0·01	0·06 0·12	9·50 10·11	1·11 1·20	0·08	...	8
0·03 0 03	0·03 —*0·01*	0·62 0·62	0·02 0·04	9·93 12·05	1·63 1·89	0·24	...	9
... ...	0·01 0·01	—*0·47* 0·36	... ...	7·41 7·47	1·63 1·58	0·54	0·66	10
... ...	... ...	... ...	0·02 0·02	12·51 13·02	2·61 2·62	1·18	1·20	11
... ...	0·09 0·09	0·30 0·23	0·10 0·12	7·23 7·86	0 99 1·18	0·44	0·52	12
... ...	0·02 0·02	0·28 0·71	0·01 0·01	7·21 10·51	0·84 0·81	0·06	0·08	14
... 0·01	0·03 0·04	... ...	0·05 0·06	8·06 10·80	1·43 1·86	0·63	0·65	15
... ...	0·03 0·02	... 0·53	0·15 0·40	12·08 10·94	1·80 1·44	Included with the 5′ 6″ gauge		3
... ...	0·02 ...	0·13 ...	0·02 ...	7·29 ...	0·84 ...	0·08	...	17
... ...	—*0·03* 0·04	0·46 0·82	0 01 0·02	8·42 11·92	1·73 2·40	0·51	0·49	7
... ...	0·02 0·03	0·78 1·80	0·01 ...	5·77 11·00	0·63 2·98	0·09	0·04	18
... ...	... ...	0·52 0·71	0·02 0·03	5·77 6·00	1·05 0·96	...	...	19
... ...	0·03 0·03	0·41 ...	0·01 0·03	7·80 9·45	0·87 1·59	0·08	0·06	20
... ...	0·04 0·03	0·23 0·25	0·03 0·02	7·20 8·56	1·28 1·49	0·51	0·55	6
... ...	0·01 0·01	... ...	... ...	7·79 8·82	1 49 1·51	0·72	0·88	10
... ...	0·05 0·04	0 27 0·25	... 0·01	8·72 9·58	1·20 1·20	0·46	0·48	2
... ...	0·05 0·05	0·70 0·80	... ...	8·50 10·43	1·08 1·61	0·04	1·10	22
... ...	... ...	... ...	... ...	... ...	... ...	...	...	10
... ...	0·03 0·02	0·05 0·02	—*0·03* 0·05	7·95 8·16	1·40 1·36	0·54	0·59	10
... ...	0·05 0·05	0·66 0·70	... ...	7·61 8·08	2·32 2·21	...	...	23
... ...	0·06 0 09	0·66 0·67	0·01 0 01	12·37 14·95	2·62 2·97	1 73	1·80	1
0·09 0·03	0·01 0·03	... 0 66	0·02 0·08	13·19 10·23	2·16 1·71	...	...	8
... ...	0·03 0·01	...	0·32 0·21	32·59 18·92	4·87 2·90	0·09	...	8
... ...	0·01 0·01	... ...	... ...	8·81 7·85	1·54 1·64	0·12	0·22	10
... ...	0·04 0·04	... ...	... ...	5·28 7·11	0·92 1·48	1·45	1·37	1
... ...	0·07 0·09	... ...	... ...	6 65 8·20	1·55 0·76	1 97	2·15	1
... ...	0·01 0·01	... &.	... ...	6·36 5·72	1·48 1·39	0·21	0·31	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

TABLE E.—

PER TOTAL.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.) Main head.	Sub-head.	Railway system.	Serial number.	164 *a*. Agent's Office—salaries and expenses. Annas. 1st half.	164 *a*. Agent's Office—salaries and expenses. Annas. 2nd half.	165 *a*. Audit, accounts and pay office. Annas. 1st half.	165 *a*. Audit, accounts and pay office. Annas. 2nd half.	166 *a*. Stores Department. Annas. 1st half.	166 *a*. Stores Department. Annas. 2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·25	0·25	0·66	0·68	0·18	0·19
2	(*a*) to (*g*)	Bombay, Baroda and Central India		0·21	0·19	0·77	0·72	0·34	0·36
3	(*a*)	Eastern Bengal		0·29	0·32	0·82	0·75	0·28	0·28
4	(*a*), to (*d*)	East Indian		0·14	0·14	0·43	0·46	0·17	0·18
5	(*a*) to (*f*)	Great Indian Peninsula		0·14	0·13	0·56	0·58	0·18	0 19
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·25	0·26	0·74	0·77	0·28	0·31
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·21	0·25	0·93	1·02	0·15	0·19
8	(*a*) to (*i*)	North Western		0·13	0·15	0·44	0·49	0 13	0·18
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·24	0·26	0·65	0 75	0·22	0·22
10	(*a*)	South Indian		0·16	0·16	0·55	0·58	0·19	0·18
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal		0·53	0·53	1·09	1 08	0·34	0·34
12	(*a*) and (*b*)	Bengal and North-Western		0·12	0·13	0·50	0·55	0·08	0·09
14	(*a*) and (*b*)	Bhavnagar		0·36	1·01	0·73	0·89	0 32	0·17
15	(*a*) and (*b*)	Burma		0 26	0·29	0·53	0·59	0·20	0·21
3	(*b*) to (*d*)	Eastern Bengal		Included with the 5′ 6″ gauge.		...	...		
17	(*a*) and (*b*)	Gondal-Porbandar*		0·59	...	0·89	...	0·36	...
7	(*c*)	Hyderabad-Godavari Valley		0·28	0 33	1·20	1·41	0·20	0·27
18	(*a*)	Jamnagar		0·51	1·39	1·02	1·43	0·21	0·22
19	(*a*) to (*d*)	Jodhpur-Bikaner		0·24	0·19	0·56	0·53	0·10	0·13
20	(*a*)	Junagad		0·44	1·39	0 88	1·65	0·39	0·70
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·19	0·18	0·54	0·51	0·17	0·18
10	(*c*)	Nilgiri		0·20	0 21	0 74	0·79	0·25	0·25
2	(*h*) to (*n*)	Rajputana-Malwa		0·15	0·15	0·53	0·58	0·19	0·18
22	(*a*) and (*b*)	Rohilkund and Kumaon		0 02	0·33	0·05	1·02	0·01	0·18
10	(*f*)	Shoranur Cochin		Included with the South Indian railway, 3′ 3¾″					
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·16	0 14	0·73	0·67	0·20	0 19
23	(*a*)	Udaipur-Chitorgarh		1·59	0 79	1·56	0·77	0·13	0·08
		2′ 6″ GAUGE							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jabbulpore-Gondia and Nagpur Chhindwara Extensions,		0·14	0·15	0·47	0·49	0·10	0·11
8	(*j*)	Kalka-Simla		0·78	0·71	0·13	0·10	0·20	0·20
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Dargai		0·14	0·15	0·43	0 49	0·12	0·18
10	(*j*)	Morrappur-Dharmapuri		0·03	0 05	0·13	0 19	0·04	0·07
1	(*g*)	Purulia-Ranchi		0·19	0·17	0 55	0·51	0·14	0·13
1	(*h*)	Raipur-Dhamtari		0·13	0·15	0·49	0 54	0·09	0·11
10	(*k*)	Tirupattur-Krishnagiri		0·06	0·07	0·21	0·27	0·08	0 09

* Information for 2nd-half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics].

167 *a.*	168 *a.*	168 A *a.*	169 *a.*	170 *a.*	171 *a.*	172 *a.*	Number.
GENERAL CHARGES—*contd*							
TRAIN-MILE—*contd*							

Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Electric telegraph.		Other charges (net).		Main head.
Annas.		Annas.		Annas.		Annas.		Annas		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·22	0·25	0·24	0·28	...	...	0·25	0·26	0·02	0·04	0 88	0·86	0·02	0·02	1
0·14	0·13	0·26	0·23	...	...	0·31	0·30	0·01	0·02	0·74	0·72	0·01	0·01	2
0·21	0·20	0·42	0·34	...	...	0·16	0·16	0 02	0·02	0·85	0·69	0·02	0 11	3
0·16	0·17	0·23	0·19	...	...	0·28	0·27	0·01	0·01	0 59	0·73	0·02	0·01	4
0·10	0·11	0·12	0·13	...	...	0·20	0·21	0·01	0·01	0·67	0·67	0·01	0·02	5
0·17	0·20	0·23	0·32	...	...	0·51	0·49	0·01	...	0·73	0·74	0·02	0·04	6
0·14	0·19	0 28	0·31	...	...	0·50	0·50	0·01	0·01	0·70	0·52	...	...	7
0·12	0·13	0 28	0 22	...	...	0·15	0·17	0·03	0·02	0·70	0·72	0·05	—*0·04*	8
0·13	0·13	0·27	0·27	...	...	0·11	0·14	0·03	0·02	0·66	0·71	0·01	0·02	9
0·20	0·15	0·43	0·09	...	...	0·45	0·35	...	...	0·61	0·62	0·01	0·01	10
0·38	0·40	0·20	0·20	...	...	0·44	0·44	0·01	0·01	0·94	0 94	0·01	0·03	11
0·10	0·09	0·10	0·08	...	...	0·24	0·22	...	0·01	0·51	0·56	0·02	0·02	12
0·36	0·17	0·42	0·37	...	...	0·49	0·55	0·01	0·05	0 63	0 73	0·03	0 04	14
0·22	0·26	0·22	0·28	...	...	0·39	0·34	0·01	0·03	0·66	0·70	0·01	0·01	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
0·42	...	0 55	...	...	...	0·53	...	0·01	...	0·63	...	0·04	...	17
0·27	0·35	0·31	0·38	...	...	0·51	0·56	0·01	0 01	0·58	0·65	...	...	7
0·30	0·07	0·52	0·73	...	...	0 86	0·95	...	0·01	0·71	0·48	0·06	0·01	18
0·05	0·06	0·17	0·16	...	...	0 07	0·07	...	...	0·55	0 53	0 02	0·02	19
0·44	0·24	0·49	0·79	...	...	0·55	0·89	0 01	0·09	0·79	0·84	0 04	0·03	20
0·17	0·16	0·17	0·17	...	...	0·39	0·36	0·01	0·01	0·70	0 72	0·01	0·01	6
0·42	0·39	0·10	0·13	...	...	0·69	0·54	...	...	0·81	0·86	0 01	0·01	10
0·18	0·17	0·17	0·19	...	...	0·35	0·34	0·01	0·01	0·69	0 68	...	...	2
0·01	0·12	0·02	0·37	...	...	0·02	0·36	...	0·01	0·04	0·75	...	0·02	22
gauge.	...	...	...	...	...	...	...	...	...	...	...	...	...	10
0·16	0 15	0·17	0·17	...	...	0 42	0 29	0·01	0·02	0·53	0·49	0 06	0·04	10
0·25	0·14	0·21	0·15	...	...	...	...	...	...	0·78	0 49	0·16	0·08	23
0·22	0 26	0·06	0·03	...	...	0·18	0·35	...	...	0·94	1·32	...	...	1
0·22	0·18	0 34	0·23	...	...	0·32	0·29	0·10	0·07	0·63	0·51	0 17	0·11	8
0·15	0·15	0·21	0·17	...	...	0 59	0·56	0·03	0 02	0 65	0·65	0 04	—*0·04*	8
0 03	0·02	...	...	...	...	0·17	0·18	..	...	0·20	0·21	...	...	10
0·21	0·20	0·02	0·01	...	...	0·06	0·07	...	...	1·81	0·88	...	...	1
0·05	0·06	0 01	0·03	...	...	0·12	0·47	...	...	0·42	0·49	...	...	1
0·04	0 03	...	...	...	...	0·24	0·22	...	...	0·30	0·29	...	...	10

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number	173 *a.*		163 *b.*		164 *b.*	
				TABLE E.—					
				PER TOTAL TRAIN MILE—*concld.*		PER CENT ON			
Main head.	Sub-head.			Total General charges.		Home expenditure.		Agent's office—salaries and expenses.	
				Annas.		Per cent.		Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		3·27	3·39	0 80	0·90	0·36	0·40
2	(*a*) to (*g*) . . .	Bombay, Baroda and Central India . . .		3·20	3·11	0 46	0·55	0·24	0·24
3	(*a*)	Eastern Bengal		3·25	2·37	0·33	...	0·53	0·47
4	(*a*) to (*d*) . . .	East Indian		2·37	2 53	0·46	0·52	0·19	0 20
5	(*a*) to (*f*) . . .	Great Indian Peninsula		2·27	2·37	0·44	0·55	0·22	0·24
6	(*a*) and (*b*) . . .	Madras and Southern Mahratta . . .		3·46	3 73	0·71	0·82	0·34	0·35
7	(*a*) and (*b*) . . .	Nizam's Guaranteed State		3·11	3·35	0·55	0·56	0·29	0·39
8	(*a*) to (*i*) . . .	North Western		2·11	2·04	0·13	...	0·21	0·22
9	(*a*) and (*b*) . . .	Oudh and Rohilkhand		2·56	2·52	0·39	...	0·38	0·48
10	(*a*)	South Indian		3·14	2·80	0·89	1·08	0·28	0·26
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		5·12	5·17	2·52	2·40	1·13	1·07
12	(*a*) and (*b*) . . .	Bengal and North Western		2·11	2·27	0·83	1·09	0·23	0·28
14	(*a*) and (*b*) . . .	Bhavnagar		3·41	4·06	0·10	0·16	0·58	1·91
15	(*a*) and (*b*) . . .	Burma		3·13	3·36	1·10	1·43	0·45	0·63
3	(*b*) to (*d*) . . .	Eastern Bengal		Included with the 5′ 6″ gauge.				...	...
17	(*a*) and (*b*) . . .	Gondal-Porbandar*		4·10	...	0·17	...	1·25	...
7	(*c*)	Hyderabad-Godavari Valley		3·87	4·45	1·00	1·16	0·55	0·79
18	(*a*)	Jamnagar		4·28	5 33	0·16	0·08	0·90	2·97
19	(*a*) to (*d*) . . .	Jodhpur-Bikaner		1·76	1·69	...	...	0·48	0·38
20	(*a*)	Junagad		4·11	6·68	0·15	0·14	0·88	2·95
6	(*c*) to (*l*) . . .	Madras and Southern Mahratta . . .		2·86	2·85	1·07	1·28	0·41	0·44
10	(*c*)	Nilgiri		3·94	4·06	0·89	1·08	0·25	0 26
2	(*h*) to (*n*) . . .	Rajputana-Malwa		2·73	2·78	0·80	0 87	0·26	0·27
22	(*a*) and (*b*) . . .	Rohilkund and Kumaon		0·21	4·26	1·21	2 01	0·49	0·61
10	(*f*)	Shoranur-Cochin		Included with the South Indian railway.					
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		2·98	2·75	1·01	1·23	0·29	0·29
23	(*a*)	Udaipur-Chitorgarh		4·68	2·50	...	...	2·01	1·70
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) . .	Gondia Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3·84	4·51	4·23	5·13	0·35	0·43
8	(*j*)	Kalka-Simla		2·89	2·40	...	...	1·23	1·01
8	(*k*) and (*l*) . . .	Kohat-Thal and Nowshera Durgai . . .		2·45	2·33	0·66	...	0·98	0·89
10	(*j*)	Morappur-Dharmapuri		0·72	0 94	0·87	1·29	0·25	0·31
1	(*g*)	Purulia-Ranchi		4·43	3·34	2·78	3 11	0·36	0·39
1	(*h*)	Raipur-Dhamtari		3·28	4·00	5·11	6·31	0·33	0·42
10	(*k*)	Tirupattur-Krishnagiri		1 14	1 28	0·81	1·05	0·23	0·25

*Information for 2nd half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics].

165 *b*	166 *b*	167 *b*	168 *b*	163 A *b*	169 *b.*	170 *b.*	

GENERAL CHARGES—*contd.* — NUMBER.

TOTAL EARNINGS.

Audit, accounts and pay office. Per cent.		Stores Department. Per cent.		Medical Department. Per cent.		Rents and miscellaneous. Per cent.		Electricity and repairs and renewals of electric plant. Per cent.		Police. Per cent.		Advertising. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·96	1·09	0·25	0·31	0·32	0·39	0·35	0·45	...	...	0·36	0·42	0·03	0·06	1
0·85	0·93	0·37	0·45	0·15	0·17	0·28	0·30	...	...	0·34	0·38	0·01	0·02	2
1·48	1·06	0·50	0·40	0 39	0·29	0·75	0·48	...	...	0·29	0·23	0·04	0·02	3
0·58	0·66	0·23	0·25	0·22	0·24	0·31	0·28	...	...	0·39	0·38	0·01	0·02	4
0·87	1·00	0·27	0·32	0·16	0·20	0·18	0·22	...	...	0·31	0·36	0·01	0·02	5
1·03	1·05	0·40	0·43	0·23	0·27	0·33	0·44	...	...	0 70	0·67	0·01	0·01	6
1·31	1·61	0·22	0·31	0 20	0·30	0 39	0·48	...	...	0·70	0·79	0·01	0·01	7
0·67	0·74	0·20	0·27	0·18	0·19	0·42	0·33	...	...	0·23	0·25	0 04	0·03	8
1·04	1·40	0·34	0·42	0·20	0·25	0·43	0·50	...	...	0·18	0·26	0·04	0·03	9
0·91	0·95	0·31	0·30	0·32	0·25	0·72	0·16	...	...	0·74	0·57	...	...	10
2·35	2·17	0·72	0 67	0·81	0·80	0·43	0·40	...	...	0·95	0·89	0·01	0·01	11
0·96	1·14	0·16	0·19	0·18	0·21	0·18	0·16	...	...	0·45	0·46	0·02	0·02	12
1·18	1·63	0·52	0·32	0·58	0·32	0·68	0·69	...	...	0 78	1·04	0·01	0·09	14
0·94	1·31	0·35	0·46	0·39	0·58	0·38	0·62	...	...	0·70	0·75	0·02	0·06	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
1·89	...	0·77	...	0 88	...	1·16	...	...	...	1·12	...	0·02	...	17
2·37	3·32	0·40	0·63	0·53	0 83	0·62	0·90	...	...	1·00	1·31	0·01	0·03	7
1·83	3·05	0·37	0·48	0·54	0·15	0·94	1·56	...	...	1·56	2·03	0·02	0·02	18
1·12	1·07	0·21	0·26	0·10	0·11	0 35	0·34	...	...	0·15	0·13	...	...	19
1·75	3·50	0·78	1·48	0·88	0·51	0·98	1·69	...	...	1·10	1·59	0·02	0·18	20
1·14	1·20	0·36	0·44	0·35	0·39	0·34	0·40	...	...	0·81	0·86	0·02	0·02	6
0·91	0·96	0·31	0·30	0·52	0·48	0·12	0·16	...	...	0·85	0·66	...	...	10
0·93	1·04	0·32	0·32	0 30	0 31	0·30	0·35	...	...	0·60	0·62	0·01	0·02	2
1·40	1·87	0·22	0·33	0·18	0·21	0·55	0·67	...	...	0·53	0·67	0·03	0·02	22
3′3⅜″ gauge.		...	...	...	...	...	...	...	...	...	...	...	...	10
1·36	1·37	0·38	0·39	0·30	0·30	0·31	0·36	...	...	0·80	0·60	0·03	0·04	10
1·96	1·66	0·17	0·17	0·31	0·31	0·27	0·33	...	...	...	...	...	...	23
1·14	1·38	0·25	0·32	0·54	0·75	0·14	0·09	...	...	0·43	0·98	...	...	1
0·21	0·15	0·32	0·28	0·35	0·25	0·54	0·32	...	...	0·50	0·41	0·16	0·10	8
3·17	2·86	0·92	0·05	1·06	0 93	1·50	1·01	...	...	4·32	3·33	0·18	0·13	8
0·89	1·15	0·31	0·39	0·18	0·13	...	...	...	...	1·22	1·05	...	...	10
1·07	1·15	0·26	0·29	0·40	0·46	0·04	0·02	...	...	0·11	0·16	...	...	1
1·26	1·58	0 24	0·32	0·14	0 17	0·04	0·10	...	...	0·32	1·38	...	...	1
0·81	0·93	0·29	0·31	0·17	0·11	...	...	...	...	0·94	0·75	...	...	10

APPEN

Analysis of working of each railway system

(Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Serial number.	171 *b*.		172 *b*.		173 *b*.	
				TABLE E.—GENERAL CHARGES—*concld.*					
				PER CENT ON TOTAL EARNINGS—*concld.*					
Main head.	Sub-head.			Electric telegraph. Per cent.		Other charges (net). Per cent.		Total General charges. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·27	1·38	0·03	0 03	4·73	5·43
2	(*a*) to (*g*) . . .	Bombay, Baroda and Central India . . .		0·82	0 93	0 02	0·02	3·54	3·99
3	(*a*)	Eastern Bengal		1·53	0·99	0·03	0·14	5·87	4·08
4	(*a*) to (*d*) . . .	East Indian		0·80	1·03	0 03	0·01	3·22	3·59
5	(*a*) to (*f*) . . .	Great Indian Peninsula		1·02	1·16	0·02	0 03	3·50	4·10
6	(*a*) and (*b*) . . .	Madras and Southern Mahratta . . .		1·00	1·01	0·03	0·05	4·78	5·10
7	(*a*) and (*b*) . . .	Nizam's Guaranteed State		0·71	0 82	...	...	4 28	5 27
8	(*a*) to (*i*) . . .	North Western		1·06	1·09	0·08	—*0·06*	3·22	3·06
9	(*a*) and (*b*) . . .	Oudh and Rohilkhand		1·06	1·33	0·02	0·03	4 08	4·70
10	(*a*)	South Indian		1·01	1·02	0·01	0 01	5·19	4·60
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		1·99	1·93	0·04	0·04	10·95	10·38
12	(*a*) and (*b*) . . .	Bengal and North-Western		0·96	1·18	0 02	0·03	3·19	4·76
14	(*a*) and (*b*) . . .	Bhavnagar		1·02	1·37	0·05	0 07	5 50	7·65
15	(*a*) and (*b*) . . .	Burma		1 16	1·54	0·01	0·02	5 50	7·40
3	(*b*) to (*d*) . . .	Eastern Bengal		Included with the 5′ 6″ gauge.				...	...
17	(*a*) and (*b*) . . .	Gondal-Porbandar*		1·35	...	0·09	...	8·70	...
7	(*c*)	Hyderabad-Godavari Valley		1·15	1 52	0·01	...	7·64	10·49
18	(*a*)	Jamnagar		1·28	1·03	0·08	0·02	7·68	11·39
19	(*a*) to (*d*) . . .	Jodhpur-Bikaner		1·12	1·05	0·04	0·05	3·57	3·39
20	(*a*)	Junagad		1·57	1·77	0·08	0·06	8 19	14·17
6	(*c*) to (*l*) . . .	Madras and Southern Mahratta . . .		1·48	1·72	0·01	0 03	5 97	6·78
10	(*c*)	Nilgiri		1·00	1·05	0·01	0·01	4 86	4·96
2	(*h*) to (*n*) . . .	Rajputana-Malwa		1·21	1·21	0·01	0·01	4 71	5·02
22	(*a*) and (*b*) . . .	Rohilkund and Kumaon		1·19	1·37	0 03	0·04	5·83	7·80
10	(*f*)	Shoranur-Cochin		Included with the South Indian railway 3′ 3⅜″					
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0 99	1·01	0·10	0·09	5·57	5·68
23	(*a*)	Udaipur-Chitorgarh		1·00	1·05	0 21	0·17	5 93	5·39
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) . .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2 29	3·77	...	...	9 37	12 85
8	(*j*)	Kalka-Simla		1·00	0 72	0·27	0·15	4 58	3·39
8	(*k*) and (*l*) . . .	Kohat-Thal and Nowshera-Durgai . . .		4·71	3·32	0 32	– *0·25*	17 82	13 77
10	(*j*)	Morappur-Dharmapuri		1·33	1·22	0·01	0 01	5 06	5·55
1	(*g*)	Purulia-Ranchi		3·47	1 98	...	...	8 49	7·56
1	(*h*)	Raipur-Dhamtari		1·08	1·45	...	...	8 52	11·73
10	(*k*)	Tirupattur-Krishnagiri		1·18	0 98	0·01	0·01	4·44	4 39

* Information for 2nd-half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.)

174		175		176		177		178		179		180		Number.
TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.												FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.		
PER CENT ON GROSS EARNINGS.														
Law charges.		Compensation.		Rates and taxes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·02	0·07	0 06	0·12	0·15	0·17	1·45	1·61	1·79	1·54	3 47	3·51	392	393	1
0·04	...	0 28	0·27	0·43	0 47	0 67	1·23	0 88	2·32	2·30	4·29	289	296	2
0·04	0·01	1·08	0·33	0·35	0·20	0·57	0·79	1·09	1·11	3·13	2·44	244	242	3
0·05	0·03	0·18	0·27	0·21	0·20	0·41	0·27	1·13	1·30	1·98	2·07	1,074	1,076	4
0·05	0·03	0·32	0·39	0·21	0·24	1·65	0·86	0 93	1·37	3·16	2·89	1,005	1,025	5
0·02	0 01	0·12	0·11	0·38	0·31	0·35	0·84	1·16	2·52	2·03	3·79	249	252	6
0·01	0·01	0·02	0·05	0·01	0 01	0·75	0 74	1·85	2·17	2·64	2·98	60	59	7
0·03	...	0·24	0·38	0·15	0·14	0 08	0·69	1 03	1 11	1·53	2·32	1,059	1,096	8
0·01	0·01	0·15	0·15	0·05	0·12	1·16	0·62	1·10	1·22	2·47	2·12	249	249	9
0 01	...	0·01	0·01	0·06	0·17	0·77	*—0 78*	0·60	0·84	1·45	0·24	113	111	10
0·16	0·13	0·10	0·19	0·10	0·08	0 11	0 22	2·13	1·85	2·60	2·47	111	109	11
0·03	0·01	0·13	0·11	0·05	0 06	0·66	0·51	0·47	1 38	1·34	2·07	320	322	12
0·01	...	0·02	0·06	...	...	0 43	0·38	0·55	1·02	1·01	1·46	18	15	14
0 04	0 16	0·21	0 07	0·46	0·50	...	...	1·24	1·45	1·95	2·18	305	305	15
...	...	...	...	...	...	...	...	...	...	...	...	223	220	3
0·01	...	0·02	...	...	...	1·16	...	0·86	...	2 05	...	14	...	17
0·02	0·02	0·09	0·25	0·02	0·02	0·14	0·20	0 82	1 88	1·09	2·37	54	53	7
0·01	...	0·01	0·01	...	...	1 27	2·29	1 10	0·78	2·39	3·08	4	4	18
0·01	...	0·15	0·03	...	...	3 58	4·19	0 60	0 29	4 34	4·51	68	76	19
0·01	0·35	0·01	0·19	...	...	1·04	4·33	1·24	1·09	2 30	5·96	7	8	20
0·02	0·01	0·12	0·19	0·06	0·12	...	*—0·13*	1·25	2·79	1·45	2·98	283	283	6
...	...	...	...	0·39	1·04	...	...	0·78	1·18	1·17	2 22	14	14	10
0·01	...	0·33	0·30	0·02	0·03	0·06	0-11	1·18	2·32	1·60	2·76	503	510	2
0·09	...	0·12	0·07	0·01	0·01	...	0 11	0·45	0·62	0·67	0·81	54	51	22
gauge.	...	...	...	...	...	...	...	...	...	...	...	11	11	10
...	0·01	0·05	0 08	0 31	0·24	0·38	0·48	1·30	1·84	2 04	2·65	274	272	10
...	...	0·03	0·05	...	...	1·02	0·96	2·31	1·76	3·36	2·77	3	3	23
...	...	0·03	0·18	...	...	*—0·99*	0 33	2·43	1·80	1·47	2 31	55	55	1
...	...	0·50	0·51	0 83	0·15	...	0·33	1 01	0·93	2·84	1·92	32	30	8
0·02	...	0·08	0·29	...	...	...	...	3·85	3 61	3 95	3·90	25	23	8
...	...	...	...	0·22	0·18	...	...	1·41	0·57	1·63	0·75	3	3	10
...	...	0·02	0·08	0·37	0·43	...	...	0·22	0·48	0·61	0·99	9	9	1
...	...	...	0·24	...	...	...	...	0·48	0·53	0·48	0·77	4	4	1
...	...	...	...	..	0·19	...	...	0·03	0·46	0 03	0·65	3	3	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Serial number.	181		182		183	
				FROM APPENDIX I					
Main-head.	Sub-head.			Average miles run per locomotive *per diem*. Miles.		Actual weight of fuel (in terms Coaching. lbs.		Goods. lbs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		68·21	63·83	...	...	62·84	61·78
2	(*a*) to (*g*)	Bombay, Baroda and Central India		71·63	68·19	59·72	59·05	68·63	72 95
3	(*a*)	Eastern Bengal		64·47	71·22	55·89	56 16	77·02	81·19
4	(*a*) to (*d*)	East Indian		71·87	70·77	...	...	55·42	54·35
5	(*a*) to (*f*)	Great Indian Peninsula		65·25	60 35	60·44	59·16	80·53	80·07
6	(*a*) and (*b*)	Madras and Southern Mahratta		61·39	56·11	...	...	68·57	68·65
7	(*a*) and (*b*)	Nizam's Guaranteed State		76·48	74·93	46·64	46·19	61·43	62·18
8	(*a*) to (*i*)	North Western		68·03	64·34	...	...	61·29	62·40
9	(*a*) and (*b*)	Oudh and Rohilkhand		73·99	72·62	...	...	58·89	60·53
10	(*a*)	South Indian.		49·82	51·42	43·35	40·65	54·05	58·42
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal		56·37	57·91	...	...	45·84	46·06
12	(*a*) and (*b*)	Bengal and North-Western		64·29	59·00	...	...	42·97	40·07
14	(*a*) and (*b*)	Bhavnagar		78·98	83·59	...	...	33·58	34·24
15	(*a*) and (*b*)	Burma		80·26	70·39	36·57	35·42	43·99	40·54
3	(*b*) to (*d*)	Eastern Bengal		62·93	62·52	42·56	42·54	60·37	64·24
17	(*a*) and (*b*)	Gondal-Porbandar*		99·73	...	...	...	38·11	...
7	(*c*)	Hyderabad-Godavari Valley		72·26	66·31	36·78	39·42	41·06	42·86
18	(*a*)	Jamnagar		58·90	61·86	...	...	35·85	43·30
19	(*a*) to (*d*)	Jodhpur-Bikaner		85·28	80·08	...	...	41 13	45·82
20	(*a*)	Junagad		63·09	54·28	...	...	34·41	37 64
6	(*c*) to (*l*)	Madras and Southern Mahratta		72·38	69·05	...	...	42·46	43·83
10	(*c*)	Nilgiri		22·17	21·44	108·58	120·28	103·54	104·95
2	(*h*) to (*n*)	Rajputana-Malwa		52·61	51·65	a.	...	43·29	40·56
22	(*a*) and (*b*)	Rohilkund and Kumaon		71·72	60·42	...	...	35·69	41·46
10	(*f*)	Shoranur-Cochin		63·75	66·45	36·26	36·32	35 52	37·08
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		64·89	69·90	36·54	38·67	39·13	42·62
23	(*a*)	Udaipur-Chitorgarh		57·99	92·46	..	...	...	...
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		42·00	40·36	...	...	78·37	80·43
8	(*j*)	Kalka-Simla		28·91	32·82	...	...	51·14	51·75
8	(*k*) and (*l*)	Kohat-Thal and Nowshera-Durgai		47·37	35·61	...	...	21·34	19·83
10	(*j*)	Morappur-Dharmapuri		38·14	39·32	...	...	...	21·96
1	(*g*)	Purulia-Ranchi		44·35	44·16	...	...	58·98	65·00
1	(*h*)	Raipur-Dhamtari		58·05	45·35	...	...	33·85	37·58
10	(*k*)	Tirupattur-Krishnagiri		34·76	34·89	...	...	...	32·46

* Information for 2nd-half of 1911 not furnished.

DIX 11—*continued.*

during each half of the calendar year 1911.

prepare these statistics.]

184	185	186	187	188	189	190	

OF THE ANALYSIS OF WORKING OF EACH RAILWAY—*concld.*

of coal) per engine-mile.		Average gross weight of trains—						Average through speed of trains—						Number.
Mixed. lbs.		Coaching. Tons.		Goods. Tons.		Mixed. Tons.		Coaching. Miles per hour.		Goods. Miles per hour.		Mixed. Miles per hour.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	227·91	242·01	525·10	558·63	312·51	324·42	30·00	30·00	10·00	10·00	20·00	20·00	1
71·92	67·16	201·77	217·16	551·59	548·02	249·28	265·27	22·71	22·69	10·41	10·29	14·98	16·54	2
58·41	67·66	189·77	265·30	460·70	622·13	183·53	215·94	16·95	16·95	13·14	13·14	13·13	13·13	3
...	...	267·53	263·92	631·47	616·53	297·17	283·79	25·70	25·00	15·50	15·00	17·00	16·90	4
73·60	72·75	198·71	192·71	412·72	398·88	...	...	24·23	24·17	11·13	11·26	15·70	15·63	5
...	...	175·68	181·70	455·29	505·97	384·86	418·19	21·63	21·63	9·46	9·46	12·22	12·22	6
54·96	55·32	140·32	142·32	409·87	393·13	298·36	394·76	20·03	20·03	10·52	10·52	14·05	14·05	7
...	...	281·96	285·64	369·18	364·95	309·91	308·73	20·36	20·32	10·60	10·54	14·27	14·26	8
...	...	260·22	278·96	331·86	291·30	255·56	257·84	31·57	31·57	10·35	10·35	17·28	17·28	9
46·89	47·11	110·89	136·76	375·92	384·69	235·17	253·02	21·03	21·03	10·80	10·80	11·50	11·50	10
...	...	157·37	117·87	179·23	223·70	168·73	172·15	...	...	...	...	13·12	13·12	11
...	...	173·39	163·02	234·46	226·55	204·51	194·81	17·00	17·00	9·50	9·50	12·20	12·20	12
...	...	66·06	72·64	188·36	169·30	127·71	124·39	19·50	19·59	10·68	10·68	13·91	14·53	14
36·39	35·77	166·79	162·79	208·66	180·56	181·33	170·62	16·76	16·76	10·68	10·68	13·05	13·05	15
41·97	48·05	142·50	160·25	256·96	465·05	167·29	186·33	16·58	16·58	11·61	11·61	11·61	11·61	3
...	...	75·39	...	156·62	...	126·29	...	19·76	...	13·28	...	11·50	...	17
38·31	40·51	96·10	98·37	203·90	199·10	165·76	179·12	16·93	16·93	10·43	10·43	12·01	12·01	7
...	...	85·14	87·81	115·74	126·56	136·54	112·06	19·97	20·78	13·90	15·78	16·43	16·07	18
...	...	191·79	216·78	133·50	135·39	126·34	128·96	19·66	19·36	11·69	11·69	14·05	12·17	19
...	...	80·69	60·79	199·21	168·07	154·58	114·60	19·07	20·33	10·65	13·87	14·20	14·74	20
...	...	97·20	108·91	199·26	190·02	163·07	168·89	16·59	16·59	8·56	8·56	11·40	11·40	6
111·28	121·90	46·44	46·78	30·18	31·33	45·00	47·71	6·11	6·11	5·90	5·90	6·11	6·11	10
...	...	127·30	125·51	263·62	260·99	156·43	164·97	17·78	17·99	8·78	8·53	13·96	14·08	2
...	...	...	...	...	...	...	...	16·43	16·72	10·00	9·97	13·27	13·45	22
29·38	...	104·84	93·50	160·61	181·64	169·12	...	18·57	18·57	10·00	10·00	...	...	10
34·13	34·89	110·16	108·97	237·21	209·09	160·70	121·94	18·00	18·00	9·50	9·50	12·00	12·00	10
34·63	27·65	...	...	...	...	166·56	119·76	...	...	...	...	14·76	17·00	23
...	...	143·54	141·38	169·29	188·42	144·77	150·65	14·00	15·00	10·00	10·00	12·00	12·00	1
...	...	45·98	55·42	40·77	35·19	53·62	59·00	9·06	9·16	7·46	7·46	...	...	8
...	...	...	...	24·33	32·29	42·59	40·62	...	...	8·84	8·84	11·60	11·60	8
37·66	32·14	...	...	...	...	52·60	57·77	...	...	...	...	12·88	12·88	10
...	...	111·04	116·96	156·00	97·90	190·50	189·13	17·00	18·00	11·00	11·00	12·00	12·00	1
...	...	50·72	...	62·85	81·54	97·94	82·50	...	...	...	...	11·00	11·00	1
35·99	39·58	...	...	...	...	66·09	65·75	...	...	...	...	11·86	11·86	10

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 9*j*.)		Railway system.	Serial number.	191		192	
				FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
				AVERAGE MILEAGE *per diem* OF—			
Main head.	Sub-head.			Coaching vehicles, including brakes. Miles.		Goods vehicles, including brakes. Miles.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.					
1	(*a*)	Bengal-Nagpur		141,528	146,444	418,124	401,784
2	(*a*) to (*g*) . . .	Bombay, Baroda and Central India . . .		158,833	172,012	251,837	232,413
3	(*a*)	Eastern Bengal		92,286	107,071	130,396	196,738
4	(*a*) to (*d*) . . .	East Indian		425,845	424,202	1,360,503	1,245,561
5	(*a*) to (*f*) . . .	Great Indian Peninsula		352,781	372,248	835,861	683,390
6	(*a*) and (*b*) . . .	Madras and Southern Mahratta		93,323	94,781	167,075	143,103
7	(*a*) and (*b*) . . .	Nizam's Guaranteed State		20,321	19,267	61,810	57,773
8	(*a*) to (*i*) . . .	North Western		457,165	492,031	926,931	832,015
9	(*a*) and (*b*) . . .	Oudh and Rohilkhand		121,574	131,592	183,472	149,301
10	(*a*)	South Indian		29,420	31,572	48,123	50,120
		3′ 3⅜″ GAUGE.					
11	(*a*)	Assam-Bengal		44,009	42,880	43,122	48,501
12	(*a*) and (*b*) . . .	Bengal and North-Western		212,946	214,678	307,962	240,638
14	(*a*) and (*b*) . . .	Bhavnagar		12,742	11,657	12,420	11,209
15	(*a*) and (*b*) . . .	Burma		140,920	146,451	281,442	220,184
3	(*b*) to (*d*) . . .	Eastern Bengal		100,812	100,027	140,897	138,390
17	(*a*) and (*b*) . . .	Gondal-Porbandar *		13,500	...	9,191	...
7	(*c*)	Hyderabad-Godavari Valley		27,427	27,876	35,802	30,042
18	(*a*)	Jamnagar		2,623	2,407	817	730
19	(*a*) to (*d*) . . .	Jodhpur-Bikaner		43,880	46,478	89,085	98,306
20	(*a*)	Junagad		4,542	4,284	4,964	4,466
6	(*c*) to (*l*) . . .	Madras and Southern Mahratta		119,718	123,415	252,713	229,849
10	(*c*)	Nilgiri		1,091	1,077	618	569
2	(*h*) to (*n*) . . .	Rajputana-Malwa		233,888	246,995	358,146	349,935
22	(*a*) and (*b*) . . .	Rohilkund and Kumaon		28,954	28,040	48,811	32,046
10	(*f*)	Shoranur-Cochin		5,022	4,713	5,517	6,545
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		163,228	167,536	178,058	187,138
23	(*a*)	Udaipur-Chitorgarh		2,536	3,232	1,252	1,374
		2′ 6″ GAUGE.					
1	(*b*), (*c*) and (*e*) . .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		19,475	20,693	26,204	23,459
8	(*j*)	Kalka-Simla		3,009	3,372	2,621	3,260
8	(*k*) and (*l*) . . .	Kohat-Thal and Nowshera-Durgai . . .		6,229	5,736	4,491	3,875
10	(*j*)	Morappur-Dharmapuri.		961	961	407	553
1	(*g*)	Purulia-Ranchi		5,684	5,250	2,661	2,654
1	(*h*)	Raipur-Dhamtari		1,211	1,179	2,688	1,861
10	(*k*)	Tirupattur-Krishnagiri		989	1,063	588	501

* Information for 2nd-half of 1911 not furnished.

DIX 11—*concluded.*

during each half of the calendar year 1911.

prepare these statistics.]

193		194		195		196		
FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.								Number.
AVERAGE AGE OF SLEEPERS—				PERCENTAGE OF REMOVALS.				
Wood. Years.		Iron. Years.		Wood. Per cent.		Iron. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
7·45	7·80	12·86	13·29	2·33	0·94	3·06	0·72	1
11·15	11·34	13·56	13·17	8·42	3·81	2·07	0·04	2
7·50	7·50	14·50	15·00	10·85	2·60	9·19	2·78	3
10·76	10·68	10·83	10·96	2·41	2·33	2·49	2·23	4
...	...	...	...	2·88	1·94	2·83	2·99	5
10·97	11·14	...	...	3·92	4·63	...	...	6
..	...	...	...	...	...	...	...	7
6·73	7·00	14·40	14·63	3·17	1·74	4·89	2·43	8
12·55	1·18	14·20	14·18	1·11	1·19	8·30	4·21	9
8·29	8·49	30·29	30·71	4·90	3·57	0·22	0·09	10
...	...	...	...	4·26	3·00	...	...	11
9·88	10·25	...	...	1·94	1·33	...	...	12
12·04	12·48	...	...	4·64	5·58	...	...	14
10·81	10·52	...	...	2·89	4·74	...	...	15
9·50	10·00	9·00	9·00	2·45	1·59	0·17	0·74	3
12·23	...	20·53	...	3·14	...	0·08	...	17
...	...	...	...	...	...	...	...	7
9·66	10·15	...	...	1·54	0·99	...	...	18
...	...	16·00	16·00	...	...	0·04	0·37	19
12·42	12·47	...	...	1·39	3·60	...	...	20
11·00	11·00	19·50	19·50	3·95	5·62	0·46	0·28	6
5·67	6·02	...	...	3·73	2·57	...	...	10
10·50	10·50	24·00	24·50	2·62	1·22	0·06	0·08	2
13·33	14·41	...	...	0·81	1·05	...	...	22
6·86	7·21	...	...	1·87	2·09	...	...	10
6·68	7·03	19·70	19·04	2·63	3·60	1·36	3·89	10
...	...	...	...	1·81	...	...	...	23
5·13	5·53	0·75	0·26	0·33	1·01	...	...	1
3·18	3·62	...	...	1·57	1·59	...	...	8
6·32	6·56	7·61	8·11	1·65	3·75	34·42	...	8
4·97	5·37	...	...	1·64	1·87	...	...	10
3·94	4·43	...	...	1·56	0·66	...	...	1
10·41	10·66	...	...	3·28	2·39	...	...	1
5·59	6·08	...	...	0·09	0·12	...	...	10

APPEN

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
Main head.	Sub-head.					Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		5′ 6″ GAUGE.				Rs.	Rs.		Rs.	Rs.
				1905	...	...	...	177,960	5·31	2·49
				1906	...	...	...	199,707	5·34	2·37
				1907	...	...	...	229,332	6·65	3·84
1	(*a*)	Bengal-Nagpur ...	Bengal, Berar and the Central Provinces.	1908	...	...	...	230,250	7·39	4·58
				1909	...	...	...	215,643	7·76	4·89
				1910	...	...	...	230,722	7·52	4·79
				1911	...	...	...	263,083	6·41	3·53
				1905	12,621	17·13	*a*	75,769	15·06	*a*
				1906	28,692	21·67	*a*	64,635	14 67	*a*
				1907	34,899	22·05	*a*	73,436	15·79	*a*
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	England, Bengal and Singareni.	1908	17,874	23·75	*a*	108,709	15·81	*a*
				1909	16,311	21·64	*a*	131.133	17·63	*a*
				1910	17,882	20·42	*a*	152.890	17·66	*a*
				1911	18,333	21·18	*a*	192,317	15·59	*a*
				1905	...	...	...	90,396	*a*	2·39
				1906	...	...	...	119,032	5·68	2·48
				1907	...	...	...	142,012	6·20	3·44
3	(*a*)	Eastern Bengal ...	Bengal ...	1908	...	...	...	157,812	6·91	4·35
				1909	...	...	...	156,489	7·92	5·17
				1910	...	...	...	156,140	5·70	2·94
				1911	...	...	...	169,711	5 42	2·62
				1905	...	...	...	505,915	4·00	1·92
				1906	...	...	...	532.758	3·67	1·85
				1907	...	...	...	600.045	4·47	2·53
4	(*a*) to (*d*)	East Indian ...	Bengal ...	1908	...	...	...	690,572	5 05	2·74
				1909	...	...	...	607,671	4·90	2·78
				1910	...	...	...	610,754	4·78	2·78
				1911	...	...	...	685,737	5·21	2·84
				1905	329	18·61	*a*	453,406	11·22	*a*
				1906	641	19·43	*a*	477 263	11·75	*a*
				1907	103	22·28	*a*	567,758	12·04	*a*
5	(*a*) to (*f*)	Great Indian Peninsula.	Africa, Australia, England, Holland, Bengal, Central India, Central Provinces and Singareni.	1908	8,277	24·18	*a*	588,155	12·77	*a*
				1909	13,235	20·98	*a*	615,966	13·04	*a*
				1910	13,110	19·86	*a*	676,390	12·51	*a*
				1911	8,177	16·20	*a*	748,253	11·66	*a*
				1905	...	...	...	156,312	10·23	*a*
...	...	Madras ...	Bengal and Singareni.	1906	...	...	...	157,081	10·52	*a*
				1907	...	...	...	165,282	13·38	*a*
				1908	3,971	15·18	*a*	156,464	12·02	5·22
				1909	10,095	16·64	*a*	151,439	13·06	5·15
6	(*a*) & (*b*)	Madras and Southern Mahratta.	Africa, Australia, Bengal and Singareni.	1910	1,858	18·80	*a*	163,583	12·43	4·76
				1911	...	...	...	160,362	11·87	4·32
				1905	...	...	...	24,900	5·84	4·50
				1906	...	...	...	26,919	5·59	4·50
				1907	...	...	...	29,345	5·58	4 50
7	(*a*) & (*b*)	Nizam's Guaranteed State.	Singareni ...	1908	...	...	...	32,632	5·79	4·72
				1909	...	...	...	36,041	5·83	4·75
				1910	...	...	...	40,156	6·22	5·21
				1911	...	...	...	41,140	6·30	5·25
				1905	2,374	*a*	*a*	431,519	*a*	*a*
				1906	2,872	*a*	*a*	476,377	*a*	*a*
				1907	6,327	*a*	*a*	591,586	*a*	*a*
8	(*a*) to (*i*)	North Western ...	England, Bengal, Baluchistan and Punjab.	1908	1,699	*a*	*a*	623,189	*a*	*a*
				1909	11,540	*a*	*a*	707,148	*a*	*a*
				1910	131	*a*	*a*	674,186	*a*	3·83
				1911	346	*a*	*a*	732,106	*a*	3·51
				1905	...	...	...	131,424	10·92	2·13
				1906	...	...	...	142,729	14·53	2·48
				1907	...	...	...	152,831	10·31	3·78
9	(*a*) & (*b*)	Oudh & Rohilkhand	Bengal ...	1908	...	...	...	150,670	11·77	4·99
				1909	...	...	...	151,545	10·61	4·77
				1910	...	...	...	155,147	9·07	2·58
				1911	...	...	...	177,571	8·38	2·39
				1908	...	...	...	45,899	18·59	4·60
			Africa, Bengal	1909	20	23·97	*a*	52,756	16·25	3·02
10	(*a*)	South Indian ...	and Singareni.	1910	20	23·88	*a*	48,227	16·54	2·98
				1911	...	...	...	46,995	15·57	3·15

DIX 12.

and price paid per ton during the calendar years 1905 to 1911.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
237	4·83	4·83	2·49	74·83	63·71	648·19	198·34	
163	4·56	4·56	2 37	73 48	61·09	624 02	192·53	
45	4·58	4·58	3·84	81·29	65 65	631·70	204·69	
...	...	...	4·58	83·07	66·27	581 42	198·25	
...	...	...	4·89	76·30	61·17	534·61	179·55	
...	...	...	4·79	74 25	59·95	519 70	167·78	
166	8·76	8·76	3·53	76·08	62·34	504·90	163·62	
2,494	4·16	2·98						
2,491	4 77	3·27	*a*	57·81	48·43	514·00	149·83	*a* Information not available.
2,664	6·20	4 79	*a*	57·18	47·42	478·62	142·15	
2,350	5·16	3 95	*a*	57·43	47 54	447 59	138 81	
2,941	5·15	3·98	*a*	63 35	52·29	636·20	167·18	
3,409	6·82	5·43	*a*	69·05	56 74	657·71	174·98	
3,700	7·13	5·55	*a*	71 97	59·77	651·81	175 08	
				75 61	63·67	715 19	179·44	
...	...	...	2 39	78·38	53·59	975·41	232·28	
...	...	...	2·48	80·26	54 73	998 93	249·48	
...	...	...	3 44	84·57	58·10	1,097·67	238 91	
...	...	...	4·35	91 41	64 29	1 216 45	258·65	
...	...	...	5·17	89 94	61·62	1,127 17	231·16	
...	...	...	2·94	89 90	61·21	1,175·35	240 39	
...	...	...	2·62	89·79	63·19	1,014·13	252·92	
...	...	...	1·92	69·75	52·07	431·67	145·77	
...	...	...	1·85	63 79	51·07	426·30	141·43	
...	...	...	2·53	69·89	51·80	453·95	145·93	
...	...	...	2 74	73 98	55·15	479 94	151·77	
...	...	...	2 78	70 11	53 25	426·77	139·31	
...	...	...	2·78	70·06	52 93	384·90	129·85	
...	...	...	2·84	72·48	51·89	390·94	132·80	
4,892	5·48	3·51	*a*	67 43	59 09	755·74	200·52	
4,485	6 21	4·01	*a*	68 43	59·73	754·29	195·91	
4,666	6·61	4 37	*a*	71·83	62·71	770 91	203·61	
4,470	6·64	4 57	*a*	78 31	67 95	925 51	221·25	
2,089	6·19	4 22	*a*	80 23	69 72	866 27	216 35	
1,548	7 00	4·75	*a*	83 07	71·59	792 22	213 17	
2,415	6·57	4·60	*a*	85·30	72·97	815·41	219·00	
42,059	4·48	3·98	*a*	75·00	63·35	874 82	221·69	
31,115	4·84	4·09	*a*	75 06	63·74	895·19	228·97	
16,074	5 17	4·21	*a*	71·51	60 84	934·55	227·11	
6,587	5·53	4·50	*a*	79·52	68·25	1,190·17	261·72	
7,597	6·40	4·81	*a*	85·48	73·06	1,030 32	261 11	
7,375	6·91	4·96	*a*	85·28	71·46	1,001 93	238·90	
4,761	6 95	5·30	4·42	83·44	68 61	904·15	222·10	
...	...	...	4·50	57·30	48·19	516·05	154·58	
...	...	...	4·50	56·24	47·98	504·29	153·51	
...	...	...	4·50	57 38	49·20	500 25	156·90	
...	...	...	4·72	63·64	54·21	591·48	178·03	
...	...	...	4·75	66·37	56 37	693·58	191·53	
...	...	...	5·21	61·78	52·70	611·68	178·75	
...	...	...	5·25	63 91	55·89	576·79	175·95	
76,337	*a*	5·27	*a*	59·82	52·16	541·06	172·02	
77,122	*a*	5·92	*a*	63·32	53·67	551 86	178·04	
19,907	*a*	5·77	*a*	68·23	57·57	567·88	182·69	
5,093	*a*	6·51	*a*	71·11	58·91	844 92	212·06	
3,938	*a*	6·53	*a*	80·58	65·85	775·02	217·85	
5,357	8·30	4·84	*a*	76·37	62·10	694·92	196·10	
7,960	7·23	4·03	*a*	77·70	63·33	690·47	189·74	
...	...	...	2·13	59·16	50·26	919·25	192·32	
...	...	...	2·48	61·69	52·24	929·53	204·73	
...	...	...	3 78	64·58	54·16	908·31	208·35	
...	...	...	4·99	68·32	57·60	1,007·73	213·56	
...	...	...	4·77	68 31	58·34	1,029·27	205·81	
...	...	...	2·58	66·86	57·48	962·07	189·04	
...	...	...	2·39	69·48	59·71	1,035·34	202·41	
2,664	4·08	3·91	4·71	74·09	63·17	1,225·22	286·32	
4,241	4·23	4·19	*a*	70·03	61·02	1,151·68	294·15	
4,616	4·28	4·24	*a*	63·32	55·37	1,067·66	236·42	
4,975	4·36	4·54	3·46	59·80	53·03	876·17	207·93	

APPEN

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9.)		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		3′ 3⅜″ GAUGE.				Rs.	Rs.		Rs.	Rs.
11	(*a*)	Assam-Bengal ...	Scotland, Assam and Bengal.	1905	...	...	...	31,778	10 35	*a*
				1906	...	...	...	37,135	10·30	*a*
				1907	...	...	...	43,273	11 53	*a*
				1908	...	...	...	44,134	11·68	*a*
				1909	200	12·89	*a*	43,882	11·56	*a*
				1910	...	...	...	42,756	11·23	*a*
				1911	...	...	...	46,836	10·74	*a*
12	(*a*) & (*b*)	Bengal and North-Western.	Bengal ...	1905	...	...	...	85,854	7·29	2·42
				1906	...	...	...	98,124	7·97	2·83
				1907	...	...	...	111,280	8 52	3·73
				1908	...	...	...	112,664	8·92	4·21
				1909	...	...	...	117,323	9·98	5·18
				1910	...	...	...	123,475	8 05	4·07
				1911	...	...	...	133,898	7·61	2·96
13	(*a*) & (*b*)	Bengal Dooars ...	Assam and Bengal ...	1905	...	...	...	3,652	11·41	2·69
				1906	...	...	...	3,876	10·98	2·75
				1907	...	...	...	3,852	11·86	4 25
				1908	...	...	...	3,629	10·85	4·50
				1909	...	...	...	4,088	10·28	4·50
				1910	...	...	...	4,201	11·09	3·50
				1911	...	...	...	4,479	9·70	2·79
14	(*a*) & (*b*)	Bhavnagar ...	England and Bengal.	1911	142	*b* 23·92	*a*	7,019	*b* 14 46	*a*
...	...	Bhavnagar-Gondal-Junagad Porbandar.	Australia, England, and Bengal.	1905	5	*b* 23·23	*a*	8,010	*b* 14·07	*a*
				1906	...	...	...	9,050	*b* 13·54	*a*
				1907	...	...	...	10,055	*b* 15 28	*a*
				1908	1,984	*b* 20·48	*a*	12,386	*b* 16·00	*a*
				1909	10,937	*b* 22·84	*a*	995	*b* 15·92	*a*
				1910	11,851	*b* 24·19	*a*	2,598	*b* 14·20	*a*
15	(*a*) & (*b*)	Burma	England and Bengal	1905	348	23·16	*a*	95,711	12·28	*a*
				1906	83	23·32	*a*	94,734	12·81	*a*
				1907	2,183	23·95	*a*	96,576	13·05	*a*
				1908	1,721	22·74	*a*	104,359	14·29	*a*
				1909	1,158	22·60	*a*	105,791	14·84	*a*
				1910	...	...	...	110,597	13·50	*a*
				1911	...	...	...	113,100	12·48	*a*
...	...	Deoghar ...	Bengal ...	1905	...	...	...	*a*	*a*	*a*
				1906	...	...	...	*a*	*a*	*a*
				1907	...	...	...	330	6·79	4·61
				1908	...	...	...	314	8 97	7·00
				1909	...	...	...	395	6·50	4·50
				1910	...	...	...	*a*	*a*	*a*
				1911	...	...	...	*d*	*d*	*d*
16	(*a*) & (*b*)	Dibru-Sadiya ...	Assam... ...	1905	...	...	...	5,568	8·50	*a*
				1906	...	...	...	6,063	8 50	*a*
				1907	...	...	...	7,455	8·50	*a*
				1908	...	...	...	7,663	8·50	*a*
				1909	...	...	...	8,672	8·50	*a*
				1910	...	...	...	9,631	8·50	*a*
				1911	...	...	...	9,981	8·50	*a*
3	(*b*) to (*d*)	Eastern Bengal ...	Assam and Bengal ...	1905	...	...	...	48,662	*a*	3·19
				1906	...	...	...	57,527	7 86	3·92
				1907	...	...	...	60,969	8·29	4·61
				1908	...	...	...	78,014	8·30	4·27
				1909	...	...	...	89,611	8·39	4·63
				1910	...	...	...	100,448	7·90	3·26
				1911	...	...	...	114,411	8·28	2·73
17	(*a*) & (*b*)	Gondal-Porbandar ...	England and Bengal.	1911	198	23·87	*a*	8,517	13·62	*a*
7	(*c*)	Hyderabad-Godavari Valley.	Singareni ...	1905	...	...	...	16,686	7·86	4·50
				1906	...	...	...	15,683	7·83	4·50
				1907	...	...	...	15,101	7·80	4·50
				1908	...	...	...	18,311	7·98	4·73
				1909	...	...	...	18,990	7·98	4·75
				1910	...	...	...	22,410	8·49	5·23
				1911	...	...	...	23,904	8·49	5·25

DIX 12—*contd.*

and price paid per ton during the calendar years 1905 to 1911.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 frieght ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	*a*	47·94	38·93	1,063·16	265·00	*a* Information not available.
...	...	...	*a*	52·12	39·81	883 03	251·10	
...	...	...	*a*	54 72	41·37	894·98	253 48	
...	...	...	*a*	52·04	39·93	909·66	250·94	
...	...	...	*a*	55·21	42·53	853·78	249·91	
...	...	...	*a*	53·61	42·23	794·73	245·85	
...	...	...	*a*	56·82	45·95	852 44	259·34	
303	5·06	4·65	2·44	42·18	34·60	749·47	196·52	
1,408	4·59	4 16	2·87	44 32	36·33	716·55	197·14	
6,696	5·24	4·83	3 92	46·40	37·77	706·34	198·16	
11,936	4·61	4·20	4·46	46·10	37·42	804·64	206·22	
3,483	4·60	4·19	5·24	47·30	38·31	827 45	207·93	
2,657	4·49	4 08	4·12	48·09	39·89	823 23	203·58	
660	4·49	4·08	2·97	50·14	41·57	782·62	205·57	
...	...	...	2·69	30·52	28·78	*a*	*a*	
...	...	...	2·75	35·56	32 96	*a*	*a*	
...	...	...	4·25	35·09	32·56	*a*	*a*	
...	...	...	4·50	39·59	37·01	953 55	*a*	
...	...	...	4·50	42·79	40·49	1,164·71	*a*	
...	...	...	3·50	41·55	38·92	1,073·95	*a*	
...	...	...	2·79	41·46	38·74	1,020·13	*a*	
c 56	11·71	11·71	*a*	37 75	33·89	1,073·37	226·72	
83	7·50	7·50	*a*	32·09	29·03	816·07	179·85	*b* Excludes freight over home line.
91	8·03	8·03	*a*	33·45	30 25	840·55	186·52	
108	9·00	9·00	*a*	30·30	27·67	815·63	178·48	
132	9 03	9·03	*a*	34·70	32 21	1,040·31	215·75	
140	10·18	10·18	*a*	27·02	25 05	982·74	182·33	
154	11·00	11·00	*a*	31·48	29 03	1,050·22	207·12	*c* Old sleepers used for lighting purposes.
28,903	5·06	4·14	*a*	50·38	41·49	959·94	237·11	
22,912	4·74	3·94	*a*	45·51	37·66	876 51	211·50	
18,564	4 40	3·58	*a*	44·02	36·21	795·92	197 79	
19,336	4 36	3·64	*a*	43 07	35·39	806 90	196·93	
21,739	5 22	4·51	*a*	42 22	34·69	800·83	184·74	
21,992	5·74	5·07	*a*	42·64	34·71	756·74	184·21	
21,133	5·39	4·12	*a*	42·15	33·87	796·53	182·37	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	4·61	46·38	46 38	*a*	*a*	
...	...	...	7 00	46·00	46·00	*a*	*a*	
...	...	...	4·50	54·00	54·00	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*d*	*d*	*d*	*d*	*d*	*d* Included with the East Indian railway, *vide* No. 4 (*a*) to (*d*).
4	2·11	2·11	*a*	51·41	33·71	*a*	*a*	
...	...	...	*a*	55·06	36·33	*a*	*a*	
...	...	...	*a*	59·80	38·26	*a*	*a*	
...	...	...	*a*	62 17	37·16	*a*	*a*	
...	...	...	*a*	72·13	38·83	*a*	*a*	
...	...	...	*a*	72·80	40·90	*a*	*a*	
...	...	...	*a*	70·31	40·01	*a*	*a*	
...	...	...	3·19	46·88	36·52	805·30	227·73	
...	...	...	3·92	48·90	38·04	857·53	246·92	
...	...	...	4·61	46·31	35·76	801·13	219·23	
...	...	...	4·27	58·57	44·84	970·28	262·28	
...	...	...	4·63	63·15	48·27	1,109·05	273·25	
...	...	...	3·26	63·40	49·01	1,138·32	286·51	
...	...	...	2·73	65·48	50·55	1,147·71	279·46	
72	11·67	*a*	*a*	45·26	41·99	1,452·11	276·19	
...	...	...	4·50	39·50	35·70	825·63	201·96	
...	...	...	4·50	37·59	33·68	753·84	194·36	
...	...	...	4·50	35·06	31·36	697·34	179·20	
...	...	...	4·73	37·12	33·38	816·24	201·49	
...	...	...	4·75	39·34	35·48	875·84	218·81	
...	...	...	5·23	41·08	37 12	873·80	222·79	
...	...	...	5·25	44·66	39·71	969·30	240·71	

APPEN

Coal and wood fuel consumed by locomotives on each railway system

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9).		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		3' 3⅜" GAUGE—*concld.*					Rs.		Rs.	Rs.
18	(*a*)	Jamnagar ...	England and Bengal	1911	24	24·50	*a*	1,534	13·39	*a*
18	(*a*) to (*d*)	Jodhpur-Bikaner ...	Australia, Bengal and Rajputana.	1905	...	...	...	24,689	12·22	5·30
				1906	...	...	...	28,769	13·16	8·02
				1907	...	...	...	27,688	15·03	6·91
				1908	...	...	...	28,846	14·92	6·59
				1909	3,551	18·39	*a*	24,776	14·01	6·15
				1910	...	...	...	52,322	14·69	5·02
				1911	...	...	...	42,095	14·36	2·63
20	(*a*)	Junagad ...	England and Bengal	1911	90	*a*	*a*	2,461	13·45	*a*
6	(*c*) to (*l*)	Madras and Southern Mahratta.	Africa, Australia, Bengal and Singareni.	1908	36,177	22·50	*a*	51,748	14·85	5·89
				1909	12,245	20·00	*a*	89,539	14·55	5·55
				1910	1,399	20·32	*a*	106,553	14·71	4·05
				1911	...	...	...	119,305	13·68	4·31
21	(*a*)	Morvi	Bengal ...	1905	...	...	...	1,796	18·34	*a*
				1906	...	...	...	1,102	17·25	*a*
				1907	...	...	...	1,264	17·54	*a*
				1908	...	...	...	2,523	17·40	5·25
				1909	...	...	...	2,402	17·15	5·00
				1910	...	...	...	2,569	14·76	2·37
				1911	...	...	...	2,278	14·75	2·19
...	...	Nilgiri and Shoranur Cocnin.	England, Bengal and Singareni.	1905	2,547	24·28	*a*	284	12·48	4·25
				1906	2,580	25·13	*a*	121	13·65	4·75
				1907	2,435	25·71	*a*	337	17·01	3·57
				1908	*b*	*b*	*b*	*b*	*b*	*b*
2	(*h*) to (*n*)	Rajputana-Malwa ...	Bengal and Singareni.	1905	...	...	...	134,200	16·87	4·03
				1906	...	...	...	145,087	17·70	4·77
				1907	...	...	...	156,612	14·53	4·94
				1908	...	...	...	155,509	14·80	6·39
				1909	...	...	...	158,849	14·75	5·14
				1910	...	...	...	161,195	13·72	5·06
				1911	...	...	...	180,013	14·00	5·43
22	(*a*) & (*b*)	Rohilkund and Kumaon.	Bengal ...	1905	...	...	...	8,942	11·11	2·35
				1906	...	...	...	8,749	11·85	2·75
				1907	...	...	...	6,681	12·31	4·25
				1908	...	...	...	6,575	12·55	4·25
				1909	...	...	...	12,686	11·23	4·07
				1910	...	...	...	12,596	9·55	2·56
				1911	...	...	...	16,231	9·14	2·49
10	(*b*) to (*i*)	South Indian ...	Africa and Bengal ..	1905	...	...	...	72,314	12·42	3·19
				1906	...	...	...	73,541	12·53	3·33
				1907	...	...	...	81,162	13·66	4·44
				1908	3,404	31·52	*a*	81,450	15·33	6·20
				1909	5,267	24·53	*a*	89,775	15·13	6·16
				1910	5,896	23·71	*a*	93,077	14·94	5·72
				1911	4,813	25·10	*a*	109,826	14·63	5·77
...	...	Southern Mahratta...	England, Bengal and Singareni	1905	...	...	...	43,125	13·68	*a*
				1906	2,418	18·08	*a*	53,037	13·00	4·29
				1907	4,112	20·72	*a*	61,234	13·91	5·03
				1908	*d*	*d*	*d*	*d*	*d*	*d*
23	(*a*)	Udaipur-Chitorgarh...	Bengal ...	1905	...	...	...	761	18·28	5·75
				1906	...	...	...	907	18·69	5·75
				1907	...	...	...	982	16·11	5·00
				1908	...	...	...	890	16·78	5·00
				1909	...	...	...	873	16·00	5·00
				1910	...	...	...	954	15·87	5·00
				1911	...	...	...	1,114	12·75	2·75
		2' 6" GAUGE.								
2	(*a*)	Barsi Light ...	Bengal and Singareni.	1905	...	...	...	161	15·00	5·00
				1906	...	...	...	207	15·40	*a*
				1907	...	...	...	3,202	16·00	*a*
				1908	...	...	...	2,293	15·75	5·50
				1909	...	...	...	2,636	15·00	6·50
				1910	...	...	...	3,107	15·37	6·50
				1911	...	...	...	3,291	15·45	6·50

DIX 12—*contd.*

and price paid per ton during the calendar years 1905 to 1911.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
9	12·00	12·00	*a*	45·61	39·69	2,188·35	317·31	
155	3·90	3·90	5·31	51·51	48·39	876·54	246·73	
163	3·71	3·71	8·02	48·96	45·57	806·95	237·56	
171	5·18	5·18	6·92	48·83	46 03	900 25	244 07	
173	5·32	5·32	6·51	46·79	43·52	1,029·75	248·50	
187	5·72	5·72	*a*	41 59	38·58	941 73	215·54	
194	4·90	4·90	5·03	42·38	39·24	827·30	204·56	
226	6·26	6·26	2·65	47·25	43·55	809 47	210·00	
c 50	10·00	10·00	*a*	40 04	36 03	1,223 90	229 24	
50,768	5·32	4·52	*a*	43 22	37 86	780·44	224·67	
40,879	5·59	4·60	*a*	46·07	40·52	808·51	234 31	
42,534	5·49	4·64	*a*	47 72	41 45	828 56	237·46	
51,464	5 50	4·75	5·42	50 00	43·14	887·45	248·51	
62	4·77	*a*	*a*	32·47	31·55	*a*	*a*	*a* Information not available.
15	10 89	*a*	*a*	37·66	37 00	*a*	*a*	
34	9·26	*a*	*a*	30·49	29 80	*a*	*a*	
45	10·50	*a*	*a*	33 15	32·58	*a*	*a*	
15	14 00	*a*	*a*	33·41	32·92	*a*	*a*	
25	14·00	*a*	*a*	34 77	33 88	*a*	*a*	
33	10·50	*a*	*a*	30·08	29·51	*a*	*a*	
4,502	4·62	4·12	*a*	60·50	52·45	*a*	*a*	
5,961	4·65	4·04	*a*	56·13	49·73	*a*	*a*	
6,989	4·58	4·31	*a*	50·78	45 34	*a*	*a*	
b	*b*	*b*	*b*	*b*	*b*	*b*	*b*	*b* Included with the South Indian railway, *vide* No. 10 (*b*) to (*i*).
c 2,055	5·00	5·00	4·02	40 27	34·74	485 11	171·85	
c 1,126	5·00	5·00	4·79	40·33	34·84	527·34	174·25	*c* Old sleepers used for lighting purposes.
c 1,232	5 00	5·00	4 96	40·82	35·29	532·15	175·01	
c 1,088	5·00	5·00	6·41	43·07	37 04	692·23	195·75	
c 1,139	5 00	5·00	5·16	46 41	39·68	680·71	199·50	
c 935	5·00	5·00	5 08	46·39	39 72	651·04	195·85	
c 1,536	5·00	5·00	5·44	48·24	41·92	698·66	200·14	
8,923	3·51	2·94	3·78	43·29	34·79	794 75	237·60	
17,779	4·53	3·49	5 43	45 98	36·55	839·48	203 00	
30,411	4·77	3·48	7·12	43·79	34·59	862 31	174 86	
32,562	4·88	3·48	7·21	47·73	36 29	815·03	199·86	
19,348	4·59	3·03	5·40	49·13	36·70	788·19	210·59	
19,059	4·41	3·19	4·60	47·08	35·10	733 89	200·18	
13,719	4·62	3·25	3 91	49·64	38·26	760·96	193·82	
9,477	5·01	5 01	3·65	36 90	33 74	802 70	200 51	
5,587	5·24	4·94	3·59	36 86	33·13	777·07	190·32	
9,402	5·89	5·00	4·79	38·06	34·64	847·98	203·97	
25,332	4·88	4 77	*a*	40 93	36 62	912·10	223 75	
17,231	4·60	4·55	*a*	42·40	37·80	1,006 15	228·90	
15,950	4·56	4·51	*a*	42·33	37·78	937·45	216·48	
17,921	4·74	4·67	*a*	43·19	3··49	882·96	209 80	
70,137	5·36	4·00	*a*	37·04	32·82	718·13	200·65	
74,743	5·37	4·05	*a*	39·38	35·07	744·54	211·09	
69,699	4·99	4·05	*a*	42·61	37 30	745 00	220·64	
d	*d*	*d*	*d*	*d*	*d*	*d*	*d*	*d* Included with the Madras and Southern Maharatta railway, *vide* No. 6 (*c*) to (*l*).
11	5·03	5 03	5·79	32·08	30·03	1,123·52	168·71	
11	4·59	4·59	5 77	37·27	34 90	1,038 85	178·24	
12	4 49	4·49	5·03	38·61	36·20	1,095·76	184·53	
2	5·47	5·47	5·01	34·67	32·25	1,159·01	174·31	
13	4·36	4·36	5·03	38·91	33·56	1,063·22	172·43	
15	5 04	5·04	5·04	37·91	35 16	1,189·63	188·43	
6	4·75	4·75	2·77	32·37	30·30	1,246·73	183·21	
742	5·94	5·00	9·87	40·82	40·06	*a*	*a*	
946	6·00	5·00	*a*	42·22	40·58	*a*	*a*	
168	8·31	6·25	*a*	59·44	57 99	*a*	*a*	
165	7·40	6·25	5·80	47·22	46·21	*a*	*a*	
243	6·90	5 50	6·76	46·09	44·29	1,015·63	339·18	
99	7·81	6·00	6·61	48·51	42 41	1,161·20	386·40	
43	8·00	8·00	6·57	51·37	41·43	1,132·68	372·63	

APPEN

Coal and wood fuel consumed by locomotives on each railway system

Note.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9).		Railways.	Sources of supply.	Calendar year.	Description of fuel with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		2′ 6″ Gauge—*contd.*				Rs.	Rs.		Rs.	Rs.
30	(*a*)	Champaner-Shivrajpur Light.	Bengal	1911	...	...	...	448	14·51	3·50
3	(*d*)	Cooch Bihar ...	Assam and Bengal ...	1905	...	...	...	587	*a*	9·57
				1906	...	...	...	856	11·27	11·15
				1907	...	...	...	1,459	13·23	11·68
				1908	...	...	...	1.363	12·50	*a*
				1909	...	...	...	1,614	11·58	11·19
				1910		...	...	*b*	*b*	*b*
31	(*a*)	Cutch	*a*	1905	...	...	...	123	17·01	*a*
				1906	...	...	...	246	15·89	*a*
				1907	...	...	...	179	22·54	*a*
				1908	...	...	...	133	25·44	*a*
				1909	...	...	...	260	23·95	*a*
				1910	...	...	...	320	20·19	*a*
				1911	...	...	...	380	19·60	*a*
32	(*a*)	Dehri-Rohtas ...	Bengal	1911	...	...	...	441	5·50	2·25
33	(*a*)	Dholpur-Bari ...	Bengal ...	1908	...	...	...	178	12·45	7·00
				1909	...	...	...	237	12·41	3·50
				1910	...	...	...	220	9·68	3·50
				1911	...	...	...	257	10·00	3·50
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla.	Bengal	1905	...	...	...	1,385	16·06	*a*
				1906	...	...	...	1,833	16 68	*a*
				1907	...	...	...	1,860	17·84	*a*
				1908	...	...	...	2,110	17·57	*a*
				1909	...	...	...	2,174	18·35	*a*
				1910	...	...	...	2,492	18 77	*a*
				1911	...	...	...	2,970	16·89	*a*
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, and Raipur-Dhamtari.	Bengal, Berar and Central Provinces.	1905	...	...	...	7,333	9·50	2·41
				1906	...	...	...	10,761	7·70	2·94
				1907	...	...	...	18,155	7 09	3·94
				1908	...	...	...	30,953	6·35	4·85
				1909	...	..	...	28,134	6·97	5·13
				1910	...	...	...	33,254	6 21	5 05
				1911	...	...	...	35,344	6·18	4·25
8	(*j*)	Kalka-Simla ...	Bengal, England, Baluchistan and Punjab.	1905	...	...	...	5,189	*a*	*a*
				1906	...	...	...	4,917	*a*	*a*
				1907	...	...	...	7,081	*a*	*a*
				1908	...	...	...	9,991	*a*	*a*
				1909	...	...	...	9,560	*a*	*a*
				1910	...	...	...	8,282	*a*	*a*
				1911	9	37·93	*a*	7,999	*a*	3·51
8	(*k*) & (*l*)	Kohat-Thal and Nowshera Durgai.	Bengal, Baluchistan and Punjab.	1905	12	*a*	*a*	2,726	*a*	*a*
				1906	...	...	...	3,548	*a*	*a*
				1907	...	...	...	4,001	*a*	*a*
				1908	1	*a*	*a*	3,840	*a*	*a*
				1909	...	...	...	4,731	*a*	*a*
				1910	...	...	...	3,986	*a*	*a*
				1911	...	...	...	3,633	*a*	3·51
10	(*j*) & (*k*).	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	Bengal and Singareni.	1906	...	...	...	1,342	11·60	*a*
				1907	...	...	...	1,528	14·95	*a*
				1908	...	...	...	1,659	16·85	4·60
				1909	...	...	...	1,173	15·93	3·02
				1910	...	...	...	1,483	15·22	2·28
				1911	...	...	...	1,603	16·02	3·19
21	(*a*)	Morvi	Bengal	1905	...	...	...	*d*	*d*	*d*
				1906	...	...	...	317	17·25	*a*
				1907	...	...	...	390	17·54	*a*
				1908	...	...	...	536	17·40	5·25
				1909	...	...	...	645	17·15	5·00
				1910	...	...	...	409	14·56	2·37
				1911	...	...	...	366	14·75	2·25

DIX 12—*contd.*

and price paid per ton during the calendar years 1905 to 1911.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	3·50	36·83	36·57	*a*	*a*	*a* Information not available.
...	...	...	9·57	17·52	14·64	*a*	*a*	
...	...	...	11·15	20·41	17·31	*a*	*a*	
...	...	...	11·68	25·66	22·57	*a*	*a*	
...	...	...	*a*	25·20	21·39	*a*	*a*	
...	...	...	11·19	27·03	23·37	*a*	*a*	
...	...	...	*b*	*b*	*b*	*b*	*b*	*b* Converted to the 3' 3⅜" gauge and included with the Eastern Bengal railway 3' 3⅜" gauge section, *vide* No. 3 (*b*) to (*d*).
2	24·77	*a*	*a*	63·99	63·99	*a*	*a*	
3	16·84	*a*	*a*	34·18	34·18	*a*	*a*	
1	25·39	*a*	*a*	16·70	13·16	*a*	*a*	
2	18·27	*a*	*a*	28·69	15·88	*a*	*a*	
2	20·43	*a*	*a*	21·47	16·66	*a*	*a*	
2	20·16	*a*	*a*	24·41	16·77	*a*	*a*	
2	18·51	*a*	*a*	26·63	17·22	*a*	*a*	
...	...	...	2·25	*a*	*a*	*a*	*a*	
3	6·33	6·33	7·06	27·32	22·77	*a*	*a*	
2	7·54	7·54	3·58	29·41	24·95	*a*	*a*	
4	*c* 27·06	*c* 27·06	3·99	25·33	20·59	*a*	*a*	*c* The increase in the price per ton was due to the consumption of unserviceable sleepers as firewood.
4	*c* 18·00	*c* 18·00	3·75	30·81	22·72	*a*	*a*	
144	4·57	4·17	*a*	26·56	26·43	*a*	*a*	
79	3·45	3·01	*a*	28·90	28·75	*a*	*a*	
91	3·53	3·00	*a*	24·47	24·38	*a*	*a*	
78	3·15	3·00	*a*	27·73	27·62	*a*	*a*	
82	5·47	4·43	*a*	28·62	28·34	*a*	*a*	
104	3·68	3·35	*a*	28·71	28·00	*a*	*a*	
120	4·35	3·90	*a*	31·01	29·93	*a*	*a*	
...	...	...	2·41	46·33	40·76	1,040·14	320·38	
...	...	...	2·94	57·52	48·93	1,421·63	335·15	
...	...	...	3·94	70·55	57·48	1,509·23	389·57	
...	...	...	4·85	96·07	78·44	1,938·43	575·33	
...	...	...	5·13	80·10	64·12	1,852·11	422·10	
...	...	...	5·05	83·37	66·55	1,998·32	426·84	
...	...	...	4·25	89·12	71·76	2,066·72	451·96	
43	*a*	*a*	*a*	71·18	66·77	6,500·13	942·22	
3	*a*	*a*	*a*	77·29	67·65	5,407·71	893·13	
...	...	...	*a*	73·53	65·26	5,879·23	887·70	
21	*a*	5·63	*a*	91·92	79·73	6,779·84	1,137·22	
15	*a*	5·63	*a*	83·56	68·46	6,488·53	1,021·55	
4	*a*	5·63	*a*	67·97	53·16	5,900·92	859·99	
2	*a*	4·00	*a*	65·22	50·75	5,277·42	811·74	
132	*a*	6·00	*a*	19·72	16·08	1,243·44	301·98	
75	*a*	6·00	*a*	19·43	16·17	1,763·93	337·51	
8	*a*	6·00	*a*	22·03	18·15	1,951·14	371·80	
...	...	...	*a*	24·67	22·33	2,433·26	434·20	
...	...	...	*a*	29·31	26·36	3,318·42	531·42	
...	...	...	*a*	24·35	21·74	2,656·84	424·53	
...	...	...	3·51	22·54	20·64	2,314·64	386·94	
207	4·13	3·73	*a*	35·63	31·86	*a*	*a*	
186	4·25	4·25	*a*	37·24	32·78	*a*	*a*	
93	3·83	3·80	4·70	38·51	37·23	6,146·09	477·00	
116	4·17	4·16	3·29	32·76	32·68	3,727·88	377·97	
160	4·27	4·24	3·29	41·33	41·04	3,588·14	452·30	
166	4·42	4·35	3·49	46·60	46·43	3,687·26	490·43	
...	...	...	*d*	*d*	*d*	*d*	*d*	*d* Included with the 3'3⅜" gauge section.
8	10·89	*a*	*a*	25·52	25·27	*a*	*a*	
8	9·26	*a*	*a*	29·00	27·66	*a*	*a*	
5	10·50	*a*	*a*	28·53	28·35	*a*	*a*	
5	14·00	*a*	*a*	34·37	32·03	*a*	*a*	
7	14·00	*a*	*a*	24·92	24·13	*a*	*a*	
7	10·50	*a*	*a*	22·07	21·27	*a*	*a*	

APPEN

Coal and wood fuel consumed by locomotives on each railway system

Note.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 9).		Railways.	Sources of supply.	Calendar year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
Main head.	Sub-head					Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
						Rs.	Rs.		Rs.	Rs.
		2′ 6″ GAUGE—*concld.*								
22	(*c*)	Powayan Light ...	Bengal ...	1905	...	...	...	24	11·76	2·35
				1906	...	...	...	...	...	...
				1907	...	...	...	...	...	...
				1908	...	...	...	...	...	...
				1909	...	...	...	...	...	...
				1910	...	...	...	...	...	...
				1911	...	...	...	...	...	...
39	(*a*)	Shahdara (Delhi)-Saharanpur Light.	Bengal ...	1907	...	...	...	697	15·00	5·22
				1908	...	...	...	1,715	15·50	5·22
				1909	...	...	...	1,891	14·00	5·22
				1910	...	...	...	1,838	13·22	5·22
				1911	...	...	...	*a*	*a*	*a*
40	(*a*)	Tarkessur-Magra Light.	Bengal ...	1905	..	...	...	1,128	4·33	1·56
				1906	...	...	...	1,428	4·24	1·81
				1907	...	...	...	1,696	5·96	3·40
				1908	...	...	...	1,435	7·72	4·49
				1909	...	...	...	1,660	6·50	3·56
				1910	...	...	...	1,424	4·70	1·75
				1911	...	...	...	1,670	4·38	1·50
41	(*a*)	Tezpore-Balipara ... Light.	Assam ...	1905	...	...	...	643	13·50	*a*
				1906	...	...	...	673	13·50	*a*
				1907	...	...	...	576	13·50	*a*
				1908	...	...	...	416	15·19	*a*
				1909	...	...	...	401	15·19	*a*
				1910	...	...	...	374	15·19	*a*
				1911	...	...	...	396	13·50	*a*
		2′ 0″ GAUGE.								
42	(*a*)	Darjeeling-Himalayan.	Bengal ...	1905	...	...	...	4,176	10·61	2·25
				1906	...	...	...	3,800	10·34	2·25
				1907	...	...	...	3,939	8·50	2·25
				1908	...	...	...	3,918	9·70	3·38
				1909	...	...	...	4,089	10·32	3·38
				1910	...	...	...	4,322	10·69	4·00
				1911	...	...	...	4,771	9·44	2·75
5	(*g*)	Gwalior Light ...	Bengal ...	1905	...	...	...	2,553	13·63	3·75
				1906	...	...	...	2 848	13·63	3·75
				1907	...	...	...	3,103	11·78	5·00
				1908	...	...	...	2,822	11·87	5·50
				1909	...	...	...	2,581	11·87	5·50
				1910	...	...	...	3,123	9·75	2·50
				1911	...	...	...	3,687	9 77	2·40
45	(*a*)	Jagadhri Light ...	Bengal ...	1911	...	...	...	75	11·71	3·09
46	(*a*)	Jorhat (Provincial)	Assam ...	1905	...	...	...	864	13·61	*a*
				1906	...	...	...	946	13·61	*a*
				1907	...	...	...	1,010	13·61	*a*
				1908	...	...	...	1,135	15·31	*a*
				1909	...	...	...	1,181	15 31	*a*
				1910	...	...	...	704	15·45	*a*
				1911	...	...	...	835	13·75	*a*
5	(*h*)	Matheran ...	*a*	1907	11	25·00	*a*	200	19·00	*a*
				1908	...	...	...	375	18·00	*a*
				1909	...	...	...	391	17·75	*a*
				1910	...	...	...	312	13·90	*a*
				1911	...	...	...	358	17·81	*a*
47	(*a*)	Pipar Road-Bhavi ...	Bengal ...	1910	...	...	...	21	15·00	4·00
				1911	...	...	...	189	26·00	*a*
		TOTAL ...	...	1905*b*	18,236	...	...	2,656,530	...	...
				1906*b*	37,286	...	...	2,863,878	...	...
				1907*c*	50,070	...	...	3,285,444	...	...
				1908*c*	75,108	...	...	3,558,539	...	...
				1909*c*	84,559	...	...	3,657,896	...	...
				1910*b*	52,147	...	...	3,801,248	...	...
				1911*d*	33,132	...	...	4,223,020	...	...

DIX 12—*concld.*

and price paid per ton during the calender years 1905 to 1911.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to the locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
1,303	3·59	3·59	8·68	20·39	19·41	*a*	*a*	*a* Information not available.
1,520	3·70	3·48	8·70	21·94	20·74	*a*	*a*	
1,501	3·82	3·48	8·70	23·23	21·23	*a*	*a*	
1,582	3·85	3·52	8·80	22·75	20·37	*a*	*a*	
1,545	3·88	3·05	7·62	22·51	19·84	*a*	*a*	
1,416	3·57	3·27	8·17	21·44	18·99	*a*	*a*	
1,578	3·74	3·44	8·60	24·06	21·70	*a*	*a*	
...	...	...	5·22	35·70	*a*	*a*	*a*	
...	...	...	5·22	27·85	*a*	*a*	*a*	
...	...	...	5·22	28·01	*a*	*a*	*a*	
11	5·04	5·04	5·22	30·22	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	1·56	28·53	26·92	*a*	*a*	
...	...	...	1·81	34·24	32·33	*a*	*a*	
...	...	...	3·40	40·34	38·10	*a*	*a*	
...	...	...	4·49	34·72	32·70	*a*	*a*	
...	...	...	3·56	37·46	35·10	*a*	*a*	
...	...	...	1·75	30·70	28·72	*a*	*a*	
...	...	...	1·50	30·84	29·10	*a*	*a*	
...	...	...	*a*	38·85	*a*	*a*	*a*	
...	...	...	*a*	40·44	*a*	*a*	*a*	
...	...	...	*a*	35·34	*a*	*a*	*a*	
...	...	...	*a*	30·51	*a*	*a*	*a*	
...	...	...	*a*	28·12	*a*	*a*	*a*	
...	...	...	*a*	25·78	*a*	*a*	*a*	
...	...	...	*a*	28·00	*a*	*a*	*a*	
...	...	...	2·25	37·14	37·14	*a*	*a*	
...	...	...	2·25	36·48	36·48	*a*	*a*	
...	...	...	2·25	38·13	38·13	*a*	*a*	
...	...	...	3·38	38·82	38·82	*a*	*a*	
...	...	...	3·38	37·28	37·28	*a*	*a*	
...	...	...	4·00	37·57	37·57	*a*	*a*	
...	...	...	2·75	57·36	57·36	*a*	*a*	
27	6·00	6·00	3·79	41·90	38·97	*a*	*a*	
25	6·00	6·00	3·79	44·01	40·59	*a*	*a*	
25	6·00	6·00	5·03	44·96	40·07	*a*	*a*	
27	6·00	6·00	5·54	41·46	37·96	*a*	*a*	
32	6·00	6·00	5·47	36·56	33·40	*a*	*a*	
35	6·00	6·00	2·56	35·83	35·16	*a*	*a*	
39	6·00	6·00	2·37	35·22	35·21	*a*	*a*	
24	11·71	11·71	16·18	33·19	16·59	*a*	*a*	
...	...	...	*a*	35·90	*a*	*a*	*a*	
...	...	...	*a*	41·76	*a*	*a*	*a*	
...	...	...	*a*	40·14	*a*	*a*	*a*	
...	...	...	*a*	48·33	*a*	*a*	*a*	
...	...	...	*a*	51·98	*a*	*a*	*a*	
...	...	...	*a*	31·01	*a*	*a*	*a*	
...	...	...	*a*	35·64	*a*	*a*	*a*	
10	7·00	*a*	*a*	68·95	68·95	*a*	*a*	*b* Excluding (1) the Deoghur, (2) Baraset-Basirhat, (3) Bukhtiarpore-Bihar, (4) Howrah-Amta and (5) Howrah-Sheakhala Light railways.
2	7·00	6·25	*a*	64·73	64·73	*a*	*a*	
3	7·00	6·25	*a*	62·11	62·11	*a*	*a*	
1	7·00	6·25	*a*	51·66	51·66	*a*	*a*	
2	7·00	6·25	*a*	53·20	53·20	*a*	*a*	
...	...	...	4·00	32·30	32·30	*a*	*a*	*c* Excluding numbers (2), (3), (4) and (5) referred to in note *b*.
...	...	...	*a*	28·30	28·30	*a*	*a*	
253,027	...	...	...	...	...	...	...	*d* Excluding numbers (2), (3), (4) and (5) referred to in note *b* and the Arrah-Sasaram and Shahdara (Delhi)-Saharanpur Light railways.
248,038	...	...	...	...	...	...	...	
188,672	...	...	...	...	...	...	...	
164,496	...	...	...	...	...	...	...	
127,025	...	...	...	...	...	...	...	
127,723	...	...	...	...	...	...	...	
132,858	...	...	...	...	...	...	...	

Quantity of (i) Indian coal mined, consumed by Locomotives on the railways in India and (ii) foreign coal imported into India,

Particulars.	Years.											
	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896
1	2	3	4	5	6	7	8	9	10	11	12	13
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—												
Assam	43,707	70,859	89,302	101,528	116,676	145,708	154,208	164,050	164,420	169,448	172,717	177,259
Baluchistan	...	...	411	2,802	8,238	15,541	10,368	13,284	20,094	24,753	25,458	26,257
Bengal	1,123,700	1,186,802	1,319,090	1,380,594	1,541,356	1,626,245	1,747,122	1,920,050	1,902,866	2,035,934	2,716,155	3,037,920
Burma...	...	...	...	...	...	...	...	3,670	9,938	12,111	17,289	22,993
Central India	7,098	13,539	15,497	41,580	52,956	77,842	69,741	88,023	94,348	132,837	118,479	115,386
Central Provinces ...	119,116	117,287	128,981	157,768	144,465	137,022	141,736	132,005	135,118	140,495	122,776	141,185
Kashmir	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	20	61	502	1,337	1,737	...
Nizam's Territory ...	...	...	3,259	13,382	59,046	125,486	144,668	140,601	157,421	240,525	292,915	262,681
North-West Frontier Province.	...	...	...	...	...	...	...	...	...	...	...	...
Punjab	...	...	7,523	11,249	22,835	40,677	60,714	66,352	77,294	66,467	72,493	79,017
Rajputana (Bikaner) ...	...	...	...	...	...	...	...	...	...	...	...	...
United Provinces	...	...	...	...	...	...	...	...	...	...	...	1,000
Total ...	1,294,221	1,388,487	1,564,063	1,708,903	1,946,172	2,168,521	2,328,577	2,537,696	2,562,001	2,823,907	3,540,019	3,863,698
Quantity of Indian Coal consumed by the locomotives on the railways in India.	486,716	470,075	488,774	551,770	715,240	654,829	797,142	885,492	924,900	1,062,748	1,119,621	1,182,051
Quantity of Indian coal exported by sea—												
To Indian Ports, excluding Burma.	*	*	*	*	*	*	*	*	*	143,813	162,276	389,842
To ports outside of India, including Burma.	†500	†199	†315	†15,706	†30,972	†26,336	†4,515	†15,725	†52,302	154,282	211,407	191,030
Quantity of foreign coal imported into India—												
From the United Kingdom ...	778,643	698,482	786,149	785,776	717,024	631,725	726,069	628,374	616,319	675,043	773,675	524,420
From other countries ...	40,659	42,652	43,010	20,463	52,180	21,857	17,344	23,123	18,066	57,112	15,458	93,213

* Information not available.

† These figures are for the official year and exclude Burma.

DIX 13.

exported by sea to Indian ports and to foreign ports outside India including Burma, and during the calendar years 1885 to 1911.

Years.														
1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
185,533	200,329	225,623	216,736	254,100	221,096	230,328	266,765	277,085	285,400	295,795	275,224	305,563	297,236	294,893
12,043	13,372	15,522	23,281	24,656	33,889	46,909	49,867	41,725	42,164	42,488	45,212	52,449	52,614	45,707
3,142,497	3,622,090	4,035,265	4,078,492	5,487,585	6,259,236	6,361,212	7,063,680	7,234,103	8,617,820	9,993,348	11,559,911	10,660,811	10,778,530	11,468,904
11,472	6,975	8,105	10,228	12,466	13,302	9,306	1,105	...	1,222	...	...	...	...	...
124,778	134,726	164,569	164,489	164,362	171,538	193,277	185,774	157,701	170,292	178,588	155,107	121,546	130,400	143,557
131,629	149,709	156,576	172,842	191,516	196,981	159,154	139,027	147,265	92,848	134,088	213,789	238,100	220,437	211,616
...	...	...	...	...	1,060	999	270	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
365,550	394,622	401,216	469,291	421,218	455,424	362,733	419,546	454,294	467,924	414,221	444,211	442,892	506,173	505,380
...	...	...	...	...	...	...	...	...	...	...	90	96	90	140
92,792	85,862	81,835	74,083	67,730	55,373	43,704	45,594	62,622	73,119	60,749	54,794	37,208	49,189	30,575
...	511	4,249	9,250	12,094	16,503	21,764	45,078	42,964	32,372	28,062	21,297	11,449	12,744	14,761
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4,066,294	4,608,196	5,093,260	6,118,692	6,635,727	7,424,402	7,438,386	8,216,706	8,417,739	9,783,251	11,147,339	12,769,635	11,870,114	12,047,413	12,715,533
1,328,120	1,418,241	1,560,771	1,858,061	1,956,631	2,091,992	2,203,889	2,447,341	2,656,530	2,863,878	3,285,444	3,558,539	3,657,896	3,801,248	4,223,020
731,742	737,689	672,311	1,030,709	1,157,892	974,602	1,235,318	1,447,867	1,635,263	1,830,793	1,865,056	2,124,642	1,716,823	1,851,322	1,604,086
390,979	490,200	467,306	711,874	845,953	728,316	723,873	896,835	1,144,080	1,304,732	1,040,242	1,045,695	912,154	1,391,248	1,253,971
210,257	297,076	496,451	91,710	112,519	198,574	133,711	176,705	147,760	199,215	227,176	173,483	311,252	261,316	245,043
47,013	34,209	112,064	43,039	79,108	20,773	30,429	77,169	50,024	27,150	74,412	211,840	179,169	54,744	73,714

APPEN

Details of working of State collieries, worked by

Colliery.	Owned by.	Province.	Calendar year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Ballarpur	Central Provinces Administration.	Central Provinces.	1907	5,81,524	...	...	...	15,439
			1908	6,75,625	...	...	...	45,299
			1909	7,61,454	63,120	*22,117	...	85,237
			1910	7,59,090	66,639	*26,638	...	93,277
			1911	7,83,071	69,576	27,027	...	96,603
Dandot	North Western railway.	Punjab ...	1905	2,13,486	28,624	25	14,513	43,162
			1906	2,03,177	28,947	140	14,574	43,661
			1907	2,04,646	23,309	...	13,156	36,465
			1908	2,47,970	17,513	...	11,274	28,787
			1909	2,62,490	14,877	...	9,752	24,629
			1910	2,37,306	20,001	...	11,981	31,982
			1911	90,315	12,798	...	5,462	18,260
Kurhurbaree and Serampore...	East Indian railway.	Bengal ...	1905	22,34,832	512,150	19,226	86,628	618,004
			1906	22,85,524	510,044	26,060	87,875	623,979
			1907	27,34,082	513,792	29,387	73,599	616,778
			1908	28,83,307	550,823	39,878	81,043	671,744
			1909	29,17,977	475,749	34,966	77,626	588,341
			1910	30,85,406	446,387	41,326	71,822	559,535
			1911	30,55,323	501,536	45,857	85,385	632,778
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1905	6,58,458	19,192	...	§3,806	22,998
			1906	7,02,912	24,210	...	§3,293	27,503
			1907	8,02,223	36,768	...	§4,564	41,332
			1908	8,07,839	43,034	...	§5,208	48,242
			1909	8,37,670	57,981	...	§2,686	60,667
			1910	8,55,901	37,741	...	§1,742	39,483
			1911	8,83,887	48,861	...	§3,121	51,982
Khost	North Western railway.	Baluchistan	1905	3,05,815	4,959	296	28,885	34,140
			1906	3,05,769	852	†73	‡31,575	32,500
			1907	3,31,078	419	†36	‡29,415	29,870
			1908	3,09,299	290	†25	‡30,740	31,055
			1909	2,97,023	635	†55	‡40,374	41,064
			1910	2,96,415	429	†37	‡44,293	44,759
			1911	2,80,743	1,035	†90	‡38,033	39,158
Khost pressed fuel factory ...	North Western railway.	Baluchistan	1907	27,752	...	...	...	‖12,462
			1908	27,752	...	...	...	‖15,350
			1909	27,752	...	...	...	‖18,140
			1910	29,068	...	...	...	‖19,460
			1911	37,104	...	...	...	‖20,659
Haranpur pressed fuel factory	North Western railway.	Punjab ...	1905	80,701	...	...	...	‖6,162
			1906	72,613	...	...	...	‖6,541
			1907	69,050	...	...	...	‖6,015
			1908	63,871	...	...	...	‖5,268
			1909	59,081	...	...	...	‖6,274
			1910	54,650	...	...	...	‖5,897
			1911	50,551	...	...	...	...

* Includes slack coal.
† Nut coal.
‡ Mixed coal.
§ Splint coal.
‖ Pressed fuel.

DIX 14.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	REMARKS.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.					
13,154	65,879	¶45,042	20,837	3·58	329	47	...	...	
45,299	2,10,950	1,24,903	86,047	12·74	456	99	...	1	
82,852	3,85,292	2,36,321	1,48,971	19·56	750	114	...	3	The working of the colliery was started from the 1st April 1907.
95,662	4,06,822	2,58,097	1,48,725	19·59	688	136	...	1	
96,603	4,04,163	2,65,813	1,38,350	17·67	735	131	1	1	
43,162	3,25,404	3,21,843	3,561	1·66	1,360	32	1	4	
43,661	3,40,218	3,45,709	—5,491	...	1,340	33	...	4	The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation during the year, and also to credits afforded on account of the sale of plant and the transfer of stores owing to the closing of the colliery from the 1st June 1911.
36,465	2,73,961	2,82,942	—8,981	...	1,078	34	...	4	
28,787	2,19,383	2,54,991	—35,608	...	902	32	1	5	
24,629	1,72,244	2,41,578	—69,334	...	688	36	2	5	
31,982	2,18,168	2,18,195	—27	...	859	37	1	4	
18,260	1,27,060	93,102	33,958	37·60	921	20	1	3	
627,020	**11,20,809	11,20,809	...	...	8,370	74	1	10	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880. The decrease in the capital outlay in 1911 was due to the expenditure on capital works being less than the credits to the Sinking Fund.
649,959	**10,81,339	10,81,339	...	...	6,900	90	1	10	
617,095	**11,39,841	11,39,841	...	...	6,149	100	1	21	
666,831	**12,45,426	12,45,426	...	...	5,934	222	9	7	
576,368	**10,55,656	10,55,656	...	...	5,885	100	5	15	
563,752	**10,32,824	10,32,824	...	...	5,789	97	4	2	
641,388	**12,89,572	12,89,572	...	...	6,257	101	3	5	
23,388	1,16,056	1,68,815	—52,759	...	680	34	...	1	
25,944	1,44,457	1,77,997	—33,540	...	790	35	...	1	
40,855	2,21,051	2,10,649	10,402	1·30	979	42	...	...	The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1904.
45,351	2,60,044	3,58,805	—98,761	...	1,227	39	1	4	
58,519	3,40,294	3,01,744	38,550	4·60	1,224	50	...	3	
38,961	2,14,438	2,67,168	—52,730	...	966	41	...	1	
50,890	2,81,530	3,14,829	—33,299	...	1,087	48	1	2	
34,140	3,01,444	2,93,050	8,394	2·75	719	48	5	1	
32,500	2,73,610	2,95,382	—21,772	...	704	46	5	1	
29,378	2,47,032	2,87,766	—40,734	...	706	42	4	2	The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation.
31,547	2,84,792	3,19,263	—34,471	...	715	44	25	4	
40,237	3,94,384	3,69,660	24,724	8·33	763	53	3	1	
42,829	4,31,151	3,84,880	46,271	15·61	782	55	4	6	
39,574	3,49,248	3,41,769	7,479	2·66	754	52	7	3	
12,462	1,50,503	1,36,747	13,756	49·56	24	292	1	...	Purchased by the North Western railway with effect from the 1st April 1907. The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
15,350	1,85,047	1,77,991	7,056	25·43	24	640	...	...	
18,140	2,19,608	2,11,617	7,991	28·79	27	672	...	...	
19,460	2,35,074	2,34,955	119	0·41	29	671	...	...	
20,659	2,50,790	2,35,642	15,148	40·82	30	689	...	...	
6,162	68,426	67,075	1,351	1·67	7	880	...	...	
6,541	75,222	71,149	4,073	5·61	12	545	...	...	The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation.
6,015	69,172	75,121	—5,949	...	11	547	...	...	
5,268	60,582	68,682	—8,100	...	11	479	...	...	
6,274	72,148	72,922	—774	...	11	570	...	...	
5,897	67,819	34,919	32,900	60·20	11	536	...	1	The factory was closed on the 31st December 1911.
...	...	73	—73	...	...	...	...	...	

¶ Excludes establishment charges charged to capital account.
** Coal issued to railway at cost price.

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	Engines.				Coaching					
							Saloons, Royal and State.			Saloons, ordinary.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10	11	12	13
		5′ 6″ gauge.										
1	(*a*)	Bengal-Nagpur	81	...	309	390	...	...	...	2	...	...
2	(*a*) to (*g*)	Bombay, Baroda and Central India ...	125	...	162	287	...	...	...	15	...	...
3	(*a*)	Eastern Bengal	81	59	106	246	...	...	...	21	...	...
4	...	East Indian	192	387	496	1,075	...	...	2	...	...	4
5	(*a*) to (*f*)	Great Indian Peninsula	294	546	170	1,010	...	...	...	...	...	...
6	(*a*) & (*b*)	Madras and Southern Mahratta ...	67	...	183	250	...	1	1	...	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	23	38	61	4	...	6	3	...	...
8	(*a*) to (*i*)	North Western	225	699	150	1,074	...	...	8	...	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand	99	...	150	249	...	...	2	...	...	11
10	(*a*)	South Indian	25	...	89	114	...	...	...	...	...	...
...	...	Calcutta Port Commissioners' ...	...	45	..	45	...	...	...	...	...	...
		3′ 3⅜″ gauge.										
11	...	Assam-Bengal	5	...	104	109	..	...	1	3	...	1
12	...	Bengal and North-Western ...	54	...	274	328	...	2	...	7	9	1
13	...	Bengal Dooars	...	...	10	10	...	...	...	3	1	...
14	...	Bhavnagar	...	...	20	20	...	...	...	...	...	...
15	(*a*) & (*b*)	Burma	8	...	297	305	...	...	2	...	...	...
16	...	Dibru-Sadiya	...	...	26	26	...	...	...	...	...	...
3	(*b*) to (*d*)	Eastern Bengal	...	...	220	229	...	...	1	15	6	...
4	...	East Indian (Deoghur)	...	...	2	2	...	...	...	...	...	...
17	...	Gondal-Porbandar	...	...	14	14	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley ...	14	10	41	65	...	...	3	...	...	...
18	...	Jamnagar	...	...	4	4	...	...	...	...	...	...
19	(*a*) to (*d*)	Jodhpur-Bikaner	...	...	64	64	2	...	3	...	...	...
20	...	Junagad	...	...	8	8	...	...	2	...	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta ...	40	10	233	283	...	...	6	...	...	...
21	...	Morvi	3	2	3	8	...	...	1	...	...	...
2	(*h*) to (*n*)	Rajputana-Malwa	189	...	322	511	...	...	1	3	...	7
22	(*a*) & (*b*)	Rohilkund and Kumaon... ...	4	...	54	58	...	..	...	...	...	...
10	(*b*) to (*i*)	South Indian	20	...	280	300	...	...	3	...	...	...
23	...	Udaipur-Chitorgarh	1	...	2	3	...	...	...	...	...	...

DIX 15.

railway at the close of the calendar year 1911.

VEHICLES.															NUMBER.
RESERVED CARRIAGES.			INSPECTION CARRIAGES.			DINING CARS.			FAMILY CARRIAGES.			FIRST CLASS CARRIAGES.			
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	Main head.
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
27	...	1	1	...	...	...	...	4	...	...	...	26	...	...	1
11	5	4	...	...	...	...	...	5	...	...	...	1	...	4	2
2	...	...	...	...	...	...	...	1	...	...	...	13	...	3	3
44	5	1	...	...	...	...	...	10	...	...	...	71	...	22	4
7	...	2	1	...	...	1	...	20	8	...	...	68	...	9	5
11	1	...	3	2	1	...	...	4	2	...	...	24	...	...	6
8	...	1	...	...	...	...	...	...	3	...	...	9	...	...	7
56	14	4	...	...	...	...	...	11	...	...	...	82	...	1	8
24	...	2	1	...	...	...	...	3	2	...	...	38	...	...	9
...	...	...	5	...	...	1	...	...	...	2	...	...	1	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	18	...	4	...	...	3	...	...	...	1	...	...	11
8	...	...	...	...	...	...	3	...	...	...	...	6	20	.	12
...	...	...	1	...	...	1	1	...	...	...	...	...	3	...	13
2	...	1	...	...	...	...	...	...	2	...	...	2	...	...	14
25	1	16	...	...	...	...	...	1	...	...	1	12	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	4	...	...	1	..	...	...	15	...	8	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
4	...	...	...	...	...	...	...	...	2	...	...	2	...	...	17
4	3	1	...	...	1	...	...	...	...	1	...	...	6	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	9	...	...	3	...	...	4	...	...	4	...	...	19
2	...	...	...	...	...	...	...	...	1	...	...	...	...	...	20
8	...	6	...	...	...	...	...	6	...	...	...	44	...	...	6
...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	21
...	...	1	17	...	6	...	...	4	41	...	...	40	...	4	2
4	...	...	...	3	...	1	1	...	...	...	...	6	3	...	22
...	...	...	9	...	7	...	...	5	...	...	7	13	...	6	10
...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	23

APPEN

Rolling-stock under different heads on each

Classification No of Railway (Detailed in "Index" to Appendix 9).		Railway.	Engines.				Coaching					
							Saloons, Royal and State.			Saloons, ordinary.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10	11	12	13
		2' 6" gauge.										
25	...	Arrah-Sasaram Light	...	...	5	5	...	...	...	1	...	...
27	...	Baraset-Basirhat Light	...	...	7	7	...	...	...	...	...	...
28	...	Barsi Light	...	...	13	13	...	...	...	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	...	...	75	75	...	...	...	...	...	...
29	...	Bukhtiarpore-Bihar Light ...	...	...	4	4	...	...	...	...	...	...
30	...	Champaner-Shivrajpur Light ...	...	...	3	3	...	...	...	...	...	...
31	...	Cutch	...	...	4	4	...	...	...	...	...	...
32	...	Dehri-Rohtas Light	...	...	3	3	...	...	...	...	...	1
33	...	Dholpur-Bari	...	...	3	3	...	...	...	...	...	1
3	(*b*)	Eastern Bengal	...	...	7	7	...	...	...	2	...	...
2	(*o*) & (p)	Gaekwar's Dabhoi and Rajpipla ...	...	...	15	15	2	...	1	...	...	...
8	(*j*)	Kalka-Simla	...	...	35	35	...	...	...	...	...	1
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai ...	...	...	28	28	...	...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	6	6	...	...	...	...	...	...
21	...	Morvi	3	1	1	5	...	...	...	1	...	2
1	(*d*)	Mourbhanj	...	...	3	3	...	...	...	...	...	...
1	(*f*)	Parlakimedi Light	...	...	3	3	...	...	1	...	...	...
22	(*e*)	Powayan Light	...	...	5	5	...	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light ...	...	...	8	8	...	...	...	1	...	...
40	...	Tarkessur-Magra Light	...	...	6	6	...	...	...	...	...	...
41	...	Tezpore-Balipara Light	...	...	3	3	...	...	...	...	...	...
		2' 0" gauge.										
42	...	Darjeeling-Himalayan	...	...	17	17	...	...	1	2	...	...
5	(*g*)	Gwalior Light	...	...	20	20	...	...	2	...	...	2
43	...	Howrah-Amta Light	...	...	13	13	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light	...	...	3	3	...	...	...	...	...	...
45	...	Jagadhri Light	...	...	2	2	...	...	...	...	...	...
46	...	Jorhat (Provincial)	...	...	9	9	...	...	...	...	...	...
5	(*h*)	Matheran Light	...	...	5	5	...	...	...	2	...	...
47	...	Pipar Road-Bhavi Light	...	...	2	2	...	...	...	...	...	...

DIX 15—*contd.*

railway at the close of the calendar year 1911.

VEHICLES.															NUMBER.
RESERVED CARRIAGES.			INSPECTION CARRIAGES.			DINING CARS.			FAMILY CARRIAGES.			FIRST CLASS CARRIAGES.			
4 wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	Main head.
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	25
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	28
...	...	5	...	...	...	...	...	...	...	...	...	...	...	1	1
...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
4	...	...	...	...	...	...	...	...	...	...	...	12	...	...	8
1	...	2	...	...	...	...	...	...	...	...	...	3	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	39
...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
1	...	1	...	...	...	...	...	...	...	...	...	14	...	...	42
...	...	...	...	...	1	...	...	...	...	...	...	...	...	7	5
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	46
...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	COACHING								
			Composite, 1st and 2nd Class.			Composite, 1st, 2nd and 3rd Class.			Other Composite Carriages.		
Main head.	Sub-head.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
30	31	32	33	34	35	36	37	38	39	40	41
		5' 6" gauge.									
1	(*a*)	Bengal-Nagpur	43	...	23	...	...	6	5	...	...
2	(*a*) to (*g*)	Bombay, Baroda and Central India ...	23	4	45	...	...	8	...	...	10
3	(*a*)	Eastern Bengal	49	...	27	...	...	...	...	...	24
4	...	East Indian	38	...	87	...	...	...	13	...	15
5	(*a*) to (*f*)	Great Indian Peninsula	73	...	117	2	...	25	...	...	*32
6	(*a*) & (*b*)	Madras and Southern Mahratta ...	57	...	11	...	...	7	3	...	5
7	(*a*) & (*b*)	Nizam's Guaranteed State	12	...	4	...	...	...	...	...	...
8	(*a*) to (*i*)	North Western	113	...	21	...	...	93	10	...	2
9	(*a*) & (*b*)	Oudh and Rohilkhand	51	...	15	...	...	...	4	...	23
10	(*a*)	South Indian	30	...	8	...	...	3	...	...	3
...	...	Calcutta Port Commissioners' ...	...	...	...	...	...	...	...	...	...
		3' 3¾" gauge.									
11	...	Assam-Bengal	1	...	18	...	...	16	...	...	†9
12	...	Bengal and North-Western ...	28	16	16	...	...	...	...	...	...
13	...	Bengal Dooars	1	5	...	1	...	...	...	...	...
14	...	Bhavnagar	3	...	6	...	...	2	...	...	1
15	(*a*) & (*b*)	Burma	26	...	23	...	...	49	...	...	17
16	...	Dibru-Sadiya	10	...	1	...	...	...	...	...	...
3	(*b*) to (*d*)	Eastern Bengal	89	...	14	...	...	...	...	...	10
14	...	East Indian (Deoghur)	...	...	...	...	...	...	2	...	...
17	...	Gondal-Porbandar	3	...	4	...	...	1	...	...	...
7	(*c*)	Hyderabad-Godavari Valley ...	...	11	4	...	...	...	...	2	...
18	...	Jamnagar	4	...	...	...	...	...	...	...	...
19	(*a*) to (*d*)	Jodhpur-Bikaner	20	...	3	...	...	...	...	...	‡13
20	...	Junagad	4	...	1	...	...	...	3	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta ...	64	...	20	...	...	...	...	...	8
21	...	Morvi	5	...	3	...	...	...	...	...	...
2	(*k*) to (*u*)	Rajputana-Malwa	55	...	57	...	...	84	...	...	...
22	(*a*) & (*b*)	Rohilkund and Kumaon	8	3	6	...	...	2	...	...	4
10	(*b*) to (*i*)	South Indian	50	...	37	...	...	23	...	...	8
23	...	Udaipur-Chitorgarh	3	...	...	...	...	...	...	...	...

* Includes 3 composite restaurant and sleeping carriages.
† Includes 3 third class carriages with dining accommodation.
‡ Includes one refreshment car with luggage van.

DIX 15—*contd.*

railway at the close of the calendar year 1911.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.		Number.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
28	...	...	...	25	...	15	...	...	12	3	...	...	267	...	1
18	...	19	...	...	...	...	...	...	...	...	...	...	110	40	2
14	...	1	...	24	...	8	13	...	48	6	3	...	175	...	3
69	...	15	...	56	...	45	...	...	155	...	...	...	542	...	4
119	...	2	22	...	...	...	...	...	...	...	...	...	520	...	5
34	4	...	...	4	...	...	...	...	7	...	...	...	307	...	6
10	...	...	...	...	...	...	...	...	...	...	...	...	64	...	7
91	...	...	...	138	...	12	...	...	150	...	...	...	244	...	8
33	...	...	...	33	...	3	...	...	46	...	2	...	69	...	9
26	...	...	...	...	...	...	...	...	...	...	...	...	144	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	11
10	26	...	...	...	82	...	...	...	78	...	...	...	213	141	12
...	1	...	...	...	...	...	...	...	4	...	...	...	2	19	13
5	...	...	3	...	...	...	...	...	...	...	...	...	39	...	14
28	...	...	...	...	...	...	...	...	...	...	...	...	224	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	30	...	16
18	...	10	...	46	...	5	...	...	52	3	2	...	212	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	14
4	...	...	3	...	...	...	...	...	...	...	...	...	33	...	17
...	10	...	...	...	...	...	...	...	...	...	...	...	...	60	7
...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	18
7	...	...	...	17	...	...	...	...	3	...	...	...	60	...	19
...	...	...	1	...	...	...	...	...	...	...	...	...	13	...	20
37	...	...	...	...	...	...	...	...	...	...	...	...	264	...	6
...	...	...	3	...	...	...	...	...	...	...	...	...	18	...	21
46	...	...	...	27	...	4	...	...	12	3	...	...	535	...	2
3	3	...	...	3	...	...	...	...	11	...	8	...	48	29	22
28	...	8	...	...	...	...	...	...	...	...	...	...	363	1	10
1	...	...	...	...	...	...	...	...	2	...	...	...	12	...	23

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	COACHING								
			Composite, 1st and 2nd class.			Composite, 1st, 2nd and 3rd class.			Other composite carriages.		
Main head	Sub-head.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
30	31	32	33	34	35	36	37	38	39	40	41
		2' 6" gauge.									
25	...	Arrah-Sasaram Light	...	...	...	...	..	...	...	...	...
27	...	Baraset-Basirhat Light	4	...	...	...	...	...	...	...	...
28	...	Barsi Light	...	...	4	...	...	...	...	...	6
1	(*b*), (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	2	...	10	...	...	3	...	...	6
29	...	Bukhtiarpore-Bihar Light	1	...	...	...	...	...	...	...	...
30	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...	...	...	1
31	...	Cutch	...	...	1	...	...	...	...	...	1
32	...	Dehri-Rohtas Light	...	...	...	...	...	...	...	...	...
33	...	Dholpur-Bari	...	...	...	...	...	..	...	...	1
3	(*b*)	Eastern Bengal	6	...	...	...	...	...	5	...	...
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla ...	...	...	...	...	...	...	...	...	...
8	(*j*)	Kalka-Simla	4	...	14	...	...	...	...	...	...
9	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai ...	8	...	...	...	...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	4	...	...	...	...	...	...
21	...	Morvi...	...	...	4	...	...	...	...	...	2
1	(*d*)	Mourbhanj	...	...	...	...	...	...	...	...	2
1	(*f*)	Parlakimedi Light	...	...	...	...	...	...	...	...	1
22	(*c*)	Powayan Light	3	...	...	...	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light ...	...	...	...	...	...	...	...	...	...
40	...	Tarkessur-Magra Light	2	...	...	...	...	...	1	...	...
41	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	3
		2' 0" gauge.									
42	...	Darjeeling-Himalayan	4	...	4	...	...	...	...	...	4
5	(*h*)	Gwalior Light	...	...	...	...	...	...	...	...	4
43	...	Howrah-Amta Light	4	...	...	...	...	...	3	...	...
44	...	Howrah-Sheakhala Light	...	...	...	...	...	...	3	...	...
45	...	Jagadhri Light	1	...	...	...	...	...	...	...	...
46	...	Jorhat (Provincial)	...	...	...	...	...	...	...	...	2
5	(*h*)	Matheran Light	...	1	...	...	2	...	...	...	...
47	...	Pipar Road-Bhavi Light	...	...	...	...	...	...	...	...	2

DIX 15—*contd.*

railway at the close of the calendar year 1911.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.		Number.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
43	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
...	...	...	...	2	...	...	...	...	...	...	...	...	18	...	25
...	...	...	...	5	...	...	...	...	...	...	...	...	28	...	27
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	...	3	...	...	...	...	...	...	10	...	...	...	14	...	1
...	...	...	...	2	...	...	...	...	1	...	...	...	11	...	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	2	...	...	...	...	2	...	...	...	25	...	3
1	...	9	...	...	...	...	...	...	...	...	...	39	...	...	2
9	...	...	...	...	...	...	...	...	...	...	...	...	27	...	8
...	...	...	...	3	...	...	...	...	...	...	...	...	32	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
4	...	...	2	...	...	...	...	...	...	...	...	...	15	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	22
...	...	...	...	...	...	...	...	...	...	3	...	...	26	...	39
...	...	...	...	1	...	...	...	...	2	...	...	...	11	...	40
...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	41
21	...	...	...	...	...	...	...	...	...	...	...	...	32	...	42
6	...	...	...	...	...	...	...	...	...	...	...	...	25	...	5
...	...	...	...	3	...	...	...	...	2	...	...	...	83	...	43
...	...	...	...	2	...	...	...	...	1	...	...	...	18	...	44
...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	45
...	...	...	...	...	...	...	...	...	...	...	2	...	12	...	46
...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47

APPEN

Rolling-stock under different heads on each railway

Classification No. of railway (detailed in "Index" to Appendix 9).		Railway.	COACHING								
			Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					Third class and postal vans.
				Ambulance.					Ambulance.		
Main head.	Sub-head.		Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	
58	59	60	61	62	63	64	65	66	67	68	69
		5′ 6″ gauge.									
1	(*a*)	Bengal-Nagpur	176	20	...	57	...	...	...	...	18
2	(*a*) to (*g*)	Bombay, Baroda and Central India ...	223	8	7	4	...	15	...	...	20
3	(*a*)	Eastern Bengal	87	...	...	25	...	19	...	...	6
4	...	East Indian	245	100	24	27	...	18	...	6	63
5	(*a*) to (*f*)	Great Indian Peninsula	209	16	15	121	...	16	22	10	31
6	(*a*) & (*b*)	Madras and Southern Mahratta ...	35	45	...	2	...	...	...	...	11
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	8	...	...	...	...	...	...	...	5
8	(*a*) to (*i*)	North Western	140	436	348	50	...	...	...	...	70
9	(*a*) & (*b*)	Oudh and Rohilkhand	41	165	59	11	...	...	7	7	38
10	(*a*)	South Indian	23	...	...	17	...	...	...	...	4
...	...	Calcutta Port Commissioners' ...	...	...	...	...	...	...	...	...	...
		3′ 3½″ gauge.									
11	...	Assam-Bengal	...	96	...	...	...	...	...	...	19
12	...	Bengal and North-Western ...	6	...	...	2	215	176	...	...	21
13	...	Bengal Dooars	...	...	...	...	...	...	...	...	4
14	...	Bhavnagar	14	...	...	...	...	...	...	...	1
15	(*a*) & (*b*)	Burma	227	54	...	8	...	37	...	...	47
16	...	Dibru-Sadiya	9	...	...	...	...	...	...	...	6
3	(*b*) to (*d*)	Eastern Bengal	130	...	...	7	...	...	...	...	15
4	...	East Indian (Deoghur)	...	...	...	...	...	...	...	...	...
17	...	Gondal-Porbandar	8	...	...	2	...	...	...	...	2
7	(*c*)	Hyderabad-Godavari Valley ...	7	...	...	...	...	...	...	...	4
18	...	Jamnagar	2	...	...	...	...	...	...	...	...
19	(*a*) to (*d*)	Jodhpur-Bikaner	48	...	...	...	...	...	...	...	10
20	...	Junagad	6	...	...	1	...	3	...	...	1
6	(*c*) to (*l*)	Madras and Southern Mahratta ...	78	1	...	237	...	19	2	...	34
21	...	Morvi	5	...	...	1	...	...	...	...	1
2	(*h*) to (*n*)	Rajputana-Malwa	364	5	...	16	...	...	...	...	42
22	(*a*) & (*b*)	Rohilkund and Kumaon	33	...	...	2	...	...	...	...	1
10	(*b*) to (*i*)	South Indian	357	1	...	...	...	74	...	...	37
23	...	Udaipur-Chitorgarh	...	...	...	2	...	...	...	...	1

DIX 15—*contd.*

at the close of the calendar year 1911.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service.)	Brake-vans with: Intermediate class.	Brake-vans with: Third class.	Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vechicles.	Number. Main head.
70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86
35	7	33	...	...	12	...	11	26	30	...	...	...	...	...	913	1
56	...	31	...	...	...	...	14	28	32	...	...	...	...	...	759	2
24	18	...	...	1	2	...	9	22	26	16	20	31	...	13	751	3
168	11	75	...	4	...	...	59	130	57	10	...	...	1	117	2,309	4
158	...	51	10	9	...	6	70	114	143	...	...	...	...	...	2,029	5
...	...	18	...	5	...	...	19	38	38	...	...	...	...	...	700	6
27	...	...	...	...	...	...	4	10	7	...	...	...	...	...	185	7
486	...	139	12	10	...	...	42	142	61	...	...	...	18	45	3,049	8
126	...	10	...	...	...	...	...	64	43	...	...	...	4	...	937	9
...	...	5	...	4	...	...	8	18	8	...	...	...	...	...	310	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	100	...	...	...	...	...	...	16	14	...	...	3	...	1	333	11
...	...	...	...	...	...	...	5	30	1	...	...	...	...	...	1,081	12
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	48	13
11	...	3	...	...	...	...	2	1	...	...	...	...	...	...	97	14
...	...	54	...	...	...	3	1	37	17	...	...	...	...	94	1,004	15
6	...	...	...	...	...	...	...	3	4	...	...	2	...	2	73	16
51	2	2	...	3	2	2	5	32	51	...	...	23	...	18	804	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	4
5	...	3	...	...	2	...	3	2	...	...	...	...	...	...	82	17
22	...	2	...	...	2	...	2	10	...	...	...	...	..	...	155	7
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	22	18
6	...	8	...	...	...	...	1	13	...	...	...	...	...	...	234	19
3	...	...	...	...	...	...	1	1	1	...	...	...	...	...	44	20
...	...	272	...	...	...	6	14	47	22	...	...	...	...	10	1,205	6
2	...	2	...	...	...	...	...	2	...	...	...	...	...	...	46	21
7	...	73	...	...	...	2	39	85	20	...	...	...	...	4	1,554	2
...	...	6	10	...	...	...	...	12	...	...	...	...	...	...	210	22
85	...	56	...	...	...	...	8	33	5	...	...	...	...	38	1,252	10
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	23	23

APPEN

Rolling-stock under different heads on each railway

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	COACHING								
			Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					Third class and postal vans.
				Ambulance.					Ambulance.		
Main head.	Sub-head.		Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	
58	59	60	61	62	63	64	65	66	67	68	69
		2' 6" gauge.									
25	...	Arrah-Sasaram Light	...	...	...	...	...	...	...	...	...
27	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	1
28	...	Barsi Light	32	...	...	...	...	...	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	91	...	...	...	...	...	...	...	...
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...	...	...	1
30	...	Champaner-Shivrajpur Light ...	1	...	...	...	...	...	...	...	...
31	...	Cutch	1	...	...	...	...	3	...	...	...
32	...	Dehri-Rohtas Light	2	...	...	...	...	...	...	...	...
33	...	Dholpur-Bari	2	...	...	...	...	2	...	...	...
3	(*b*)	Eastern Bengal	...	...	...	7	...	...	...	...	2
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla ...	...	...	...	...	...	...	...	...	...
8	(*j*)	Kalka-Simla	16	...	...	...	...	...	...	...	4
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai ...	6	...	...	...	...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	10	...	...	...	...	...	...	...	...
21	...	Morvi	13	...	...	...	...	...	...	...	2
1	(*d*)	Mourbhanj	5	...	...	...	...	...	...	...	...
1	(*f*)	Parlakimedi Light	3	...	...	...	...	...	...	...	...
22	(*c*)	Powayan Light	...	...	...	4	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light ...	...	...	...	3	...	...	...	...	...
40	...	Tarkessur-Magra Light	...	...	...	3	...	...	...	...	...
41	...	Tezpore-Balipara Light	2	...	...	...	...	...	...	...	...
		2' 0" gauge.									
42	...	Darjeeling-Himalayan	1	...	...	3	...	...	...	...	...
5	(*g*)	Gwalior Light	20	...	...	...	...	...	...	...	...
43	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...
45	...	Jagadhri Light	...	...	...	...	...	...	...	...	...
46	...	Jorhat (Provincial)	...	...	...	...	...	...	...	...	...
5	(*h*)	Matheran Light	...	...	...	...	6	...	...	...	...
47	...	Pipar Road-Bhavi Light	1	...	...	...	...	1	...	...	...

DIX15—*contd.*

at the close of the calendar year 1911.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service.)	Brake-vans with.. Intermediate class.	Brake-vans with.. Third class.	Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	No. Number. Main head.
70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	25
...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	42	27
...	...	2	4	...	...	...	...	...	...	...	...	...	...	...	49	28
...	...	36	...	...	9	...	...	6	...	...	...	...	...	...	196	1
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	20	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	30
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	9	31
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	8	32
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	7	33
...	4	...	...	...	...	...	...	...	...	...	...	...	...	1	56	3
...	...	3	...	...	...	...	...	2	...	...	...	...	...	1	58	2
...	...	...	...	4	...	...	...	...	...	...	...	...	...	7	102	8
...	...	1	6	...	...	...	...	...	3	...	...	...	...	...	66	8
...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	21	10
4	...	...	...	...	...	...	...	2	...	...	...	...	...	...	51	21
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	11	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	39
...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	22	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	41
...	...	2	4	...	...	...	...	...	7	...	...	...	...	7	108	42
...	...	10	...	...	...	...	...	5	...	...	...	...	...	1	83	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	96	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	44
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	46
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	47

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	GOODS							
			Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.					
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.	High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
87	88	89	90	91	92	93	94	95	96	97
		5' 6" gauge.								
1	(*a*)	Bengal-Nagpur	...	...	3,533	1,571	...	...	...	728
2	(*a*) to (*g*)	Bombay, Baroda and Central India ...	...	...	2,460	1,221	...	1,600	...	443
3	(*a*)	Eastern Bengal	...	...	2,823	1,455	...	52	...	...
4	...	East Indian	...	...	3,386	7,131	...	6,868	...	...
5	(*a*) to (*f*)	Great Indian Peninsula	51	...	5,817	4,047	101	3,698	...	...
6	(*a*) & (*b*)	Madras and Southern Mahratta ...	...	...	1,067	1,238	...	1,209	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State	...	...	93	260	10	952	...	...
8	(*a*) to (*i*)	North Western	...	560	8,382	6,633	20	1,582	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand	...	...	2,386	3,199	...	...	...	...
10	(*a*)	South Indian	...	...	224	571	...	431	...	...
	...	Calcutta Port Commissioners' ...	...	...	746	...	...	200	...	...
		3' 3⅜" gauge.								
11	...	Assam-Bengal	100	...	1,150	805	15	269	...	...
12	...	Bengal and North-Western ...	200	...	4,021	2,153	...	...	...	...
13	...	Bengal Dooars	...	...	263	...	...	...	...	...
14	...	Bhavnagar	...	...	82	56	...	12	...	...
15	(*a*) & (*b*)	Burma	473	75	4,124	20	16	60	...	310
16	...	Dibru-Sadiya	...	...	293	...	...	864	...	...
3	(*b*) to (*d*)	Eastern Bengal	660	...	2,226	446	2	...	...	...
4	...	East Indian (Deoghur)	...	...	4	...	...	...	...	...
17	...	Gondal-Porbandar	...	...	55	36	...	9	...	...
7	(*c*)	Hyderabad-Godavari Valley ...	...	...	519	171	2	257	...	...
18	...	Jamnagar	...	...	40	...	...	...	...	...
19	(*a*) to (*d*)	Jodhpur-Bikaner	6	...	908	25	...	...	...	...
20	...	Junagad	33	...	...	...	...	4	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta ...	...	91	4,150	221	63	221	182	268
21	...	Morvi	...	...	29	...	15	62	...	...
2	(*h*) to (*n*)	Rajputana-Malwa	475	...	3,318	1,772	...	131	...	149
22	(*a*) & (*b*)	Rohilkund and Kumaon	...	...	1,093	250	...	...	...	...
10	(*b*) to (*i*)	South Indian	357	...	1,800	250	137	700	6	...
23	...	Udaipur-Chitorgarh	...	...	33	...	...	...	...	...

DIX 15—*contd.*

railway at the close of the calendar year 1911.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.		Number.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.	Main head.
98	99	100	101	102	103	104	105	106	107	108	109	110
...	...	190	130	4,867	...	23	...	6	119	...	132	1
...	144	26	...	761	...	19	...	7	20	...	...	2
...	...	121	351	...	1	13	...	5	12	...	63	3
...	...	3,019	1,525	773	20	57	83	31	100	...	...	4
...	...	25	...	216	...	61	...	34	191	...	50	5
...	...	...	229	...	1	20	3	9	187	...	...	6
...	...	...	...	...	...	...	...	...	4	...	...	7
102	140	511	1,232	600	24	...	12	65	49	...	...	8
...	...	14	279	227	...	9	...	8	131	...	...	9
...	...	...	...	...	...	3	...	3	...	120	52	10
1	...	82	...	...	...	2	35	...	...	2	20	...
...	...	300	...	...	4	5	...	3	80	...	16	11
...	28	442	25	*150	...	...	2	1	284	...	...	12
...	...	48	...	...	1	1	...	...	32	...	...	13
11	...	261	...	...	3	...	...	1	10	...	...	14
95	...	...	276	38	305	14	...	12	107	157	150	15
...	...	70	...	...	...	...	...	1	54	...	...	16
...	...	238	228	...	...	10	5	2	229	...	...	3
...	...	5	...	...	...	...	...	...	...	...	...	4
7	...	162	...	...	2	...	...	...	9	...	...	17
...	...	...	...	...	...	...	...	...	20	...	...	7
...	...	40	...	...	...	...	...	...	...	...	...	18
...	151	...	161	...	36	...	...	1	...	...	...	19
2	...	79	...	...	1	...	...	1	3	...	...	20
...	...	95	238	350	...	14	47	13	125	20	...	6
2	...	...	...	...	...	1	...	...	...	...	...	21
227	953	9	894	19	...	16	...	38	53	...	...	2
...	...	242	...	...	...	7	...	2	78	...	...	22
27	...	...	...	...	6	...	...	8	79	...	20	10
...	...	10	...	...	...	...	...	...	...	...	...	23

* These are 5'-6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	GOODS							
			Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.				
87	88	89	90	91	92	93	94	95	96	97
		2' 6" gauge.								
25	...	Arrah-Sasaram Light	...	...	27	...	...	20	...	...
27	...	Baraset-Basirhat Light	...	...	6	...	...	29	...	...
28	...	Barsi Light	87	...	...	...	10	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	238	242	20	...	...	...	260	...
29	...	Bukhtiarpore-Bihar Light ...	...	...	14	...	...	18	...	...
30	...	Champaner-Shivrajpur Light ...	5	...	...	...	...	1	...	...
31	...	Cutch	...	...	...	...	...	15	...	...
32	...	Dehri-Rohtas Light	...	...	21	...	...	...	...	...
33	...	Dholpur-Bari	8	...	...	...	...	10	...	...
3	(*b*)	Eastern Bengal	...	...	80	...	...	...	...	...
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla ...	...	...	63	...	...	...	...	...
8	(*j*)	Kalka-Simla	...	20	64	...	30	18	...	...
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai ...	...	49	25	...	13	19	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	24	...	...	...	24	...	...	...
21	...	Morvi	10	...	10	...	9	...	...	...
1	(*d*)	Mourbhanj	6	...	2	...	...	...	...	...
1	(*f*)	Parlakimedi Light	2	...	...	...	...	...	...	...
22	(*c*)	Powayan Light	1	...	57	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light ...	...	...	80	...	...	...	...	...
40	...	Tarkessur-Magra Light	...	...	20	...	...	...	...	...
41	...	Tezpore-Balipara Light	...	...	30	...	2	12	...	...
		2' 0" gauge.								
42	...	Darjeeling-Himalayan	1	...	86	...	...	148	...	...
5	(*g*)	Gwalior Light	...	...	155	...	6	55	...	...
43	...	Howrah-Amta Light	...	...	14	...	...	32	...	...
44	...	Howrah-Sheakhala Light	...	...	4	...	...	4	...	...
45	...	Jagadhri Light	...	...	1	...	...	...	...	...
46	...	Jorhat (Provincial)	48	...	...	...	14	...	...	...
5	(*h*)	Matheran Light	...	...	7	...	...	16	...	...
47	...	Pipar Road-Bhavi Light	...	...	...	...	...	4	...	...

DIX 15—*contd.*

railway at the close of the calender year 1911.

have been included with four-wheeled wagons.]

VEHICLES.												NUMBER.
LOW-SIDED WAGONS, BOGIE.		LOW-SIDED WAGONS, 4-WHEELED.								BOLSTER TRUCKS.		
Ordinary.	Military.	Ordinary.	Military.	Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Double.	Single.	Main head.
98	99	100	101	102	103	104	105	106	107	108	109	110
...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	27
57	...	...	...	...	...	...	...	...	...	...	...	28
44	...	30	..	195	...	2	...	...	43	...	...	1
4	...	12	...	...	...	...	...	...	...	...	...	29
...	...	49	...	...	...	...	...	...	...	...	...	30
14	...	...	...	...	...	...	...	...	...	...	...	31
7	...	18	...	...	...	...	...	...	...	...	...	32
...	...	25	...	...	...	...	...	...	...	...	...	33
...	...	9	...	...	...	...	1	...	...	...	...	3
143	...	83	...	...	...	...	...	1	...	...	...	2
...	...	8	...	...	...	...	...	1	...	...	...	8
...	14	4	*2	69	10	...	74	2	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	10
38	...	...	...	...	...	...	...	...	...	...	...	21
10	...	2	...	...	...	...	...	...	...	...	...	1
12	...	2	...	...	...	...	...	...	...	...	...	1
...	...	3	...	...	...	...	...	...	2	...	...	22
...	...	100	...	...	...	...	...	...	...	...	...	39
...	...	37	...	...	...	...	...	...	...	...	...	40
...	...	6	...	...	...	...	...	...	2	...	...	41
1	...	...	...	...	...	...	...	...	3	...	2	42
...	...	10	...	...	...	1	...	...	...	1	...	5
10	...	4	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	6	...	...	...	...	...	...	...	...	...	45
4	...	...	...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	2	...	...	...	...	...	...	...	...	...	47

* These are light military trollies.

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	GOODS VEHICLES—*concld.*							
Main head	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
111	112	113	114	115	116	117	118	119	120	121
		5' 6" gauge.								
1	(*a*)	Bengal-Nagpur	75	245	47	...	12	24	171	11,873
2	(*a*) to (*g*)	Bombay, Baroda and Central India ...	478	179	20	25	13	16	261	7,693
3	(*a*)	Eastern Bengal	224	84	30	12	4	8	70	5,338
4	...	East Indian	289	784	94	1	6	34	11	24,212
5	(*a*) to (*f*)	Great Indian Peninsula	406	657	42	11	19	60	1	15,487
6	(*a*) & (*b*)	Madras and Southern Mahratta ...	95	250	38	11	12	16	24	4,409
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	71	32	...	3	1	2	8	1,436
8	(*a*) to (*i*)	North Western	240	226	71	90	31	58	287	20,965
9	(*a*) & (*b*)	Oudh and Rohilkhand	112	77	14	2	8	22	...	6,488
10	(*a*)	South Indian	55	66	7	1	6	2	13	1,554
...	...	Calcutta Port Commissioners' ...	12	1	...	...	...	3	...	1,104
		3' 3¾" gauge.								
11	...	Assam-Bengal	110	15	3	...	8	17	14	2,914
12	...	Bengal and North-Western... ...	...	235	13	...	...	22	9	7,585
13	...	Bengal Dooars	...	15	...	...	...	3	...	363
14	...	Bhavnagar	40	8	1	1	...	1	6	493
15	(*a*) & (*b*)	Burma	692	219	2	21	...	37	131	7,324
16	...	Dibru-Sadiya	...	21	6	...	...	2	...	1,311
3	(*b*) to (*d*)	Eastern Bengal	50	82	14	...	7	16	109	4,324
4	...	East Indian (Deoghur)	...	2	...	...	...	...	...	11
14	...	Gondal-Porbandar	25	8	1	...	...	1	54	369
7	(*c*)	Hyderabad-Godavari Valley ...	83	28	1	1	1	3	7	1,093
18	...	Jamnagar	...	4	...	...	...	...	...	84
1	(*a*) to (*d*)	Jodhpur-Bikaner	...	38	2	14	...	...	...	1,342
	...	Junagad	9	2	...	...	...	...	...	134
6	(*c*) to (*l*)	Madras and Southern Mahratta ...	...	51	28	48	34	22	3	6,294
21	...	Morvi	...	2	...	...		...	...	111
2	(*h*) to (*n*)	Rajputana-Malwa	358	309	21	...	...	27	3	8,772
22	(*a*) & (*b*)	Rohilkund and Kumaon	...	38	...	...	...	12	...	1,720
10	(*b*) to (*i*)	South Indian	575	128	38	23	...	8	8	4,170
23	...	Udaipur-Chitorgarh	...	3	...	...	...	...	...	46

DIX 15—*contd.*

railway at the close of the calendar year 1911.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUMBER.
RAIL MOTORS.			ROAD MOTORS.								
Motor Engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	Main head.
122	123	124	125	126	127	128	129	130	131	132	133
...	...	1	1	...	...	2	40	208	56	304	1
...	...	1	2	...	2	5	...	224	46	270	2
...	...	2	1	...	3	6	18	142	73	233	3
...	5	17	3	...	2	27	95	384	247	726	4
...	1	2	1	...	1	5	...	445	122	567	5
...	2	2	1	...	...	5	4	165	39	208	6
...	...	...	...	...	...	...	...	72	5	77	7
...	1	5	3	...	2	11	150	977	207	1,334	8
...	...	4	...	...	2	6	36	320	100	456	9
...	1	...	...	...	...	1	...	61	...	61	10
...	...	...	...	...	...	...	...	...	...	...	...
...	...	2	...	...	...	2	...	47	128	175	11
...	...	...	...	...	...	...	32	176	78	286	12
...	...	...	...	...	...	...	...	...	3	3	13
...	...	...	...	...	...	...	...	40	...	40	14
*3	...	1	1	...	1	6	...	245	87	332	15
...	...	...	...	...	...	...	...	12	...	12	16
...	...	2	...	...	...	2	48	320	79	447	3
...	...	...	...	...	...	...	...	...	...	...	4
...	...	1	...	...	...	1	...	24	...	24	14
...	...	...	...	...	...	...	...	61	8	69	7
...	...	1	...	...	...	1	...	6	...	6	18
...	...	1	...	...	...	1	17	108	32	157	19
...	...	1	...	...	...	1	...	12	...	12	20
...	...	1	...	...	...	1	...	254	51	305	6
...	...	...	...	...	...	...	...	24	3	27	21
...	...	...	...	...	...	...	31	453	143	627	2
...	...	...	1	...	1	2	...	37	32	69	22
...	...	2	2	...	...	4	...	218	39	257	10
...	...	1	...	...	...	1	...	14	3	17	23

* There are four engines and 3 trailers.

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	GOODS VEHICLES—*concld.*							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
111	112	113	114	115	116	117	118	119	120	121
		2' 6" gauge.								
25	...	Arrah-Sasaram Light	...	4	...	...	...	...	...	51
27	...	Barasat-Basirhat Light	...	3	...	...	...	...	...	38
28	...	Barsi Light	2	...	...	2	...	1	2	161
1	(*b*), (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	...	17	6	...	2	2	2	1,103
29	...	Bukhtiarpore-Bihar Light	...	...	...	...	...	...	...	48
30	...	Champaner-Shivrajpur Light ...	...	2	...	...	...	...	...	57
31	...	Cutch...	...	...	...	...	...	...	...	29
32	...	Dehri-Rohtas Light	..	...	...	...	...	..	5	51
33	...	Dholpur-Bari	...	2	...	...	...	...	...	45
3	(*b*)	Eastern Bengal	...	1	...	...	...	...	2	93
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla ...	...	13	...	...	...	...	2	305
8	(*j*)	Kalka-Simla	...	18	...	1	...	1	35	196
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai ...	*160	14	...	...	...	...	...	415
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	...	...	..	48
21	...	Morvi...	...	2	...	1	...	...	...	70
1	(*d*)	Mourbhanj	...	...	...	...	...	...	...	20
1	(*f*)	Parlakimedi Light	...	3	...	...	...	...	...	19
22	(*c*)	Powayan Light	...	...	...	...	...	...	8	71
39	...	Shahdara (Delhi)-Saharanpur Light ...	...	9	...	...	...	...	...	189
40	...	Tarkessur-Magra Light	...	3	...	...	...	...	...	60
41	...	Tezpore-Balipara Light	...	3	...	...	...	...	...	55
		2' 0" gauge.								
42	...	Darjeeling-Himalayan	...	...	...	...	...	...	9	250
5	(*g*)	Gwalior Light	...	4	...	...	...	...	...	232
43	...	Howrah-Amta Light	...	11	...	...	...	...	...	71
44	...	Howrah-Sheakhala Light	...	1	...	...	...	...	...	9
45	...	Jagadhri Light	...	1	...	...	...	...	...	8
46	...	Jorhat (Provincial)	...	...	...	...	...	...	19	85
5	(*h*)	Matheran Light	...	2	...	1	...	1	...	27
47	...	Pipar Road-Bhavi Light	...	...	...	...	...	...	...	6

* These are general service wagons.

DIX 15—*concld.*

railway at the close of the calender year 1911.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUMBER.
RAIL MOTORS.			ROAD MOTORS.			Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	
Motor Engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's, for passengers or goods).	Motor Vans (for parcels and goods).						Main head.
122	123	124	125	126	127	128	129	130	131	132	133
...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	27
...	...	2	1	...	...	3	...	...	...	...	28
...	...	...	...	...	...	...	...	59	18	77	1
...	...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	1	...	1	30
...	1	...	...	...	...	1	...	4	1	5	31
...	...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	4	1	5	33
...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	2
...	*1	...	...	...	...	1	...	14	2	16	8
...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	6	4	10	21
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	3	3	39
...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	4	...	4	42
...	2	1	...	...	3	...	...	5	...	5	5
...	...	...	...	...	...	...	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...		...	...	...	46
...	1	...	...	...	1	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	47

* This is a rail petrol mail van.

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway.	En								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main head.	Sub-head.		Number at close of 1910.	Number added in 1911.	Number at close of 1911.	Number at close of 1910.	Number added in 1911.	Number at close of 1911.	Number at close of 1910.	Number added in 1911.	Number at close of 1911.
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ gauge.									
1	(*a*)	Bengal-Nagpur	81	...	81	...	...	...	309	...	309
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	120	5	125	...	...	...	147	15	162
3	(*a*)	Eastern Bengal	75	6	81	41	18	59	119	—13	106
4	...	East Indian	195	—3	192	416	—29	387	464	32	496
5	(*a*) to (*f*)	Great Indian Peninsula ...	286	8	294	511	35	546	170	...	170
6	(*a*) & (*b*)	Madras and Southern Mahratta	73	—6	67	...	...	...	161	22	183
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	...	...	24	—1	23	38	...	38
8	(*a*) to (*i*)	North Western	225	...	225	679	20	699	150	...	150
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	99	...	99	...	...	...	121	29	150
10	(*a*)	South Indian	25	...	25	...	...	...	91	—2	89
		3′ 3¾″ gauge.									
11	...	Assam-Bengal	...	5	5	...	...	...	102	2	104
12	...	Bengal and North-Western ...	54	...	54	...	...	...	274	...	274
13	...	Bengal Dooars	...	...	...	...	...	...	10	...	10
14	...	Bhavnagar	...	...	...	...	...	...	21	—1	20
15	(*a*) & (*b*)	Burma	8	...	8	...	...	...	293	4	297
16	...	Dibru-Sadiya	...	...	...	...	...	...	26	...	26
3	(*b*) to (*d*)	Eastern Bengal	...	...	...	...	...	...	200	29	229
4	...	East Indian (Deoghur) ...	...	...	...	...	...	...	2	...	2
17	...	Gondal-Porbandar	...	...	...	...	...	...	14	...	14
7	(*c*)	Hyderabad-Godavari Valley ...	3	11	14	10	...	10	42	—1	41
18	...	Jamnagar	...	...	...	...	...	...	4	...	4
19	(*a*) to (*d*)	Jodhpur-Bikaner	...	...	...	...	...	...	64	...	64
20	...	Junagad	...	...	...	...	...	...	8	...	8
6	(*c*) to (*l*)	Madras and Southern Mahratta	40	...	40	5	5	10	235	—2	233
21	...	Morvi	3	...	3	2	...	2	3	...	3
2	(*h*) to (*n*)	Rajputana-Malwa	175	14	189	...	...	...	322	...	322
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	4	...	4	...	...	...	53	1	54
10	(*b*) to (*i*)	South Indian	10	10	20	...	...	...	283	—3	280
23	...	Udaipur-Chitorgarh ...	1	...	1	...	...	...	2	...	2

DIX 16.

during 1911 (except where otherwise stated).

GINES.

Total No. of locomotives on the 31st December 1911.	Number of all classes per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Average mileage run by each *per annum.*				Average mileage run by each *per diem.*				NUMBER.
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Main head.
13	14	15	16	17	18	19	20	21	22	23
390	0·21	36,852	...	20,939	24,244	101	...	57	66	1
287	0·25	34,651	...	19,333	26,005	95	...	53	71	2
246	0·48	19,775	17,410	31,950	24,454	54	48	87	67	3
1,075	0·43	36,033	27,750	24,290	26,077	99	76	66	71	4
1,010	0·35	31,344	21,024	15,039	23,021	86	58	41	63	5
250	0·24	34,106	...	16,089	21,022	93	...	44	58	6
61	0·17	...	25,139	29,058	27,635	...	69	80	76	7
1,074	0·23	37,585	10,837	23,140	24,248	103	30	63	66	8
249	0·16	31,030	...	23,932	26,754	85	...	66	73	9
114	0·26	21,785	...	14,428	18,096	60	...	39	50	10
109	0·14	23,372	...	20,829	20,945	64	...	57	57	11
328	0·16	18,861	...	22,632	22,011	52	...	62	60	12
10	0·07	...	...	...	...	...	...	...	...	13
20	0·11	...	...	23,838	23,838	...	...	65	65	14
305	0·20	26,723	...	26,527	26,532	73	...	73	73	15
26	0·28	...	...	21,498	21,498	...	...	59	59	16
229	0·22	...	...	21,868	21,868	...	...	60	60	3
2	0·42	...	...	...	...	...	...	...	...	4
14	0·07	...	...	32,978	32,978	...	...	90	90	17
65	0·17	18,571	12,829	28,624	25,285	51	35	78	69	7
4	0·07	...	...	22,043	22,043	...	...	60	60	18
64	0·06	...	...	32,723	32,723	...	...	90	90	1
8	0·09	...	...	19,980	19,980	...	...	55	55	20
283	0·14	29,548	10,024	25,672	25,667	81	27	70	70	6
8	0·11	19,319	2,422	35,938	21,327	53	7	98	58	21
511	0·23	22,947	...	16,456	18,857	63	...	45	52	2
58	0·11	...	...	21,924	21,924	...	...	60	60	22
300	0·25	32,056	...	20,273	23,632	88	...	55	65	10
3	0·04	4,343	...	23,851	27,510	12	...	65	75	23

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	Engines								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main head	Sub-head.		Number at close of 1910.	Number added in 1911.	Number at close of 1911.	Number at close of 1910.	Number added in 1911.	Number at close of 1911.	Number at close of 1910.	Number added in 1911.	Number at close of 1911.
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ gauge.									
25	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	5	5
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	7	...	7
28	...	Barsi Light	...	...	...	...	...	...	12	1	13
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	...	...	...	...	...	...	75	...	75
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	...	4	...	4
30	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...	...	3	3
31	...	Cutch	1	—1	...	...	...	...	3	1	4
32	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	3	3
33	...	Dholpur-Bari	...	...	...	...	...	...	3	...	3
3	(*b*)	Eastern Bengal	...	...	...	...	...	...	9	—2	7
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla	...	...	...	...	...	...	13	2	15
8	(*j*)	Kalka-Simla	...	...	...	...	...	...	36	—1	35
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	29	—1	28
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	...	...	6	...	6
21	...	Morvi	3	...	3	1	...	1	1	...	1
1	(*d*)	Mourbhanj	...	...	...	...	...	...	3	...	3
1	(*f*)	Parlakimedi Light	...	...	...	...	...	...	3	...	3
22	(*c*)	Powayan Light	...	...	...	...	...	...	5	...	5
39	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	8	...	8
40	...	Tarkessur-Magra Light ...	...	...	...	...	...	...	6	...	6
41	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	3	...	3
		2′ 0″ gauge.									
42	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	16	1	17
5	(*g*)	Gwalior Light	...	...	...	...	...	...	20	...	20
43	...	Howrah-Amta Light ...	...	...	...	...	...	...	13	...	13
44	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	4	—1	3
45	...	Jagadhri Light	...	...	...	...	...	...	...	2	2
46	...	Jorhat (Provincial) ...	...	...	...	...	...	...	9	...	9
5	(*h*)	Matheran Light	...	...	...	...	...	...	5	...	5
47	...	Pipar Road-Bhavi Light ...	...	...	...	...	...	...	2	...	2

DIX 16—*contd.*

during 1911 (except where otherwise stated).

Total No. of locomotives on the 31st December 1911.	Number of all classes per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Average mileage run by each *per annum.*				Average mileage run by each *per diem.*				Number.
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Main head.
13	14	15	16	17	18	19	20	21	22	23
5	0·08	...	...	14,738	14,738	...	...	49	49	25
7	0·14	...	...	17,682	17,682	...	...	48	48	27
13	0·11	...	...	14,903	14,903	...	...	41	41	28
75	0·12	...	...	13,964	13,964	...	...	38	38	1
4	0·14	...	...	10,924	10,924	...	...	30	30	29
3	0·15	...	...	9,155	9,155	...	...	28	28	30
4	0·10	...	...	8,006	8,006	...	...	22	22	31
3	0·13	...	...	6,558	6,558	...	...	18	18	32
3	0·15	...	...	8,506	8,506	...	...	23	23	33
7	0·20	...	...	8,859	8,859	...	...	24	24	3
15	0·11	...	...	15,059	15,059	...	...	41	41	2
35	0·58	...	...	10,100	10,100	...	...	27	27	8
28	0·28	...	...	14,085	14,085	...	...	39	39	8
6	0·14	...	...	13,375	13,424	...	...	37	37	10
5	0·26	4,147	1,674	23,026	7,428	11	5	63	20	21
3	0·09	...	...	11,396	11,396	...	...	31	31	1
3	0·12	...	...	7,256	7,256	...	...	20	20	1
5	0·13	...	...	13,030	13,030	...	...	36	36	22
8	0·09	...	...	18,383	18,383	...	...	50	50	39
6	0·18	...	...	21,431	21,431	...	...	59	59	40
3	0·15	...	...	10,442	10,442	...	...	29	29	41
17	0·33	...	...	15,762	15,762	...	...	43	43	42
20	0·08	...	...	16,769	16,769	...	...	46	46	5
13	0·30	...	...	13,369	13,369	...	...	37	37	43
3	0·15	...	...	19,648	19,648	...	...	54	54	44
2	0·60	...	...	*3,158	*3,158	...	...	*22	*22	45
9	0·30	...	...	...	...	...	...	...	...	46
5	0·40	...	...	3,033	3,033	...	...	8	8	5
2	0·11	...	...	7,479	7,479	...	...	20	20	47

* The line was opened on the 11th August 1911 only and therefore worked 143 days in the year.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway (detailed in "Index" to Appendix 9.)		Railway.	Engines—*concld.*				Coaching.		
Main head.	Sub-head.		Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Total value, in thousands of rupees on 31st December 1911.	Total value per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Number at close of 1910.	Number added in 1911.	Number at close of 1911.
24	25	26	27	28	29	30	31	32	33
		5′ 6″ gauge.							
1	(*a*)	Bengal-Nagpur	9,237	43	2,13,98	11,556	881	32	913
2	(*a*) to (*g*)	Bombay, Baroda and Central India	9,227	37	1,25,56	10,739	677	82	759
3	(*a*)	Eastern Bengal	6,635	35	...	...	730	21	751
4	...	East Indian	10,759	107	4,69,27	18,335	2,183	126	2,309
5	(*a*) to (*f*)	Great Indian Peninsula ...	7,670	215	4,31,97	14,886	1,978	51	2,029
6	(*a*) & (*b*)	Madras and Southern Mahratta	6,542	44	1,09,23	10,487	705	−5	700
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	8,586	10	25,70	7,329	178	7	185
8	(*a*) to (*i*)	North Western	8,093	295	4,92,31	10,354	2,768	281	3,049
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	7,892	37	1,17,83	8,094	880	57	937
10	(*a*)	South Indian	4,629	22	...	..	306	4	310
		3′ 3½″ gauge.							
11	..	Assam-Bengal	3,711	8	39,26	4,970	308	25	333
12	...	Bengal and North-Western ...	4,470	31	1,05,14	5,431	1,068	13	1,081
13	...	Bengal Dooars	...	1	2,70	1,765	48	...	48
14	...	Bhavnagar	3,563	1	4,80	2,683	97	...	97
15	(*a*) & (*b*)	Burma	4,840	25	1,04,59	6,841	962	42	1,004
16	...	Dibru-Sadiya	...	6	...	...	72	1	73
3	(*b*) to (*d*)	Eastern Bengal	3,886	41	*67,20	*6,189	785	19	804
4	...	East Indian (Deoghur) ...	...	...	...	...	10	...	10
17	...	Gondal-Porbandar ...	5,049	1	3,37	1,735	82	...	82
7	(*c*)	Hyderabad-Godavari Valley...	3,422	6	20,52	5,245	146	9	155
18	...	Jamnagar	2,758	...	1,36	2,506	22	...	22
19	(*a*) to (*d*)	Jodhpur-Bikaner	7,031	10	20,30	1,790	228	6	234
20	...	Junagad	3,140	...	1,96	2,198	44	...	44
6	(*c*) to (*l*)	Madras and Southern Mahratta	4,456	39	†69,86	†3,424	1,157	48	1,205
21	...	Morvi	...	2	2,75	3,725	45	1	46
2	(*h*) to (*n*)	Rajputana-Malwa ...	3,949	77	98,99	4,484	1,511	43	1,554
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	4,327	6	17,00	3,699	191	19	210
10	(*b*) to (*i*)	South Indian	4,335	26	‡87,95	‡5,190	1,171	81	1,252
23	...	Udaipur-Chitorgarh ...	4,550	...	95	1,413	23	...	23

* Includes the outlay on the 2′ 6″ gauge section.
† Excludes the outlay by the West of India Portuguese railway.
‡ Includes the outlay on the 5′ 6″ and 2′ 6″ gauge sections of the South Indian railway.

DIX 16—*contd.*

during 1911 (except where otherwise stated).

Stock. Number per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*						Average mileage run by each *per annum.*						Number.
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
34	35	36	37	38	39	40	41	42	43	44	45	46
0·05	0·03	0·03	0·29	0·09	0·49	47,528	65,242	70,552	58,340	49,703	56,781	1
0·06	0·07	...	0·37	0·10	0·60	...	...	...	...	...	80,171	2
0·16	0·11	0·18	0·64	0·38	1·47	35,314	45,462	56,172	57,785	35,513	48,464	3
0·09	0·06	0·07	0·43	0·23	0·88	64,982	77,089	91,781	69,440	48,469	65,783	4
0·07	0·08	...	0·34	0·19	0·68	...	...	...	...	...	62,617	5
0·08	0·08	0·01	0·39	0·11	0·67	..	...	...	...	...	41,431	6
0·12	0·05	...	0·21	0·15	0 53	...	...	...	...	...	41,399	7
0·06	0·04	0·05	0·30	0·19	0·64	49,072	60,629	69,410	66,174	38,275	54,396	8
0·08	0·05	0·04	0·27	0·17	0·61	6,363	3,818	3,258	21,226	13,631	47,696	9
0·05	0·08	...	0·33	0·07	0·53	37,642	29,255	..	34,210	19,780	31,778	10
0·05	0·03	0·04	0·16	0·14	0·42	30,239	38,926	16,856	37,016	18,731	30,550	11
0·05	0·03	0·03	0·40	0·02	0·53	64,611	81,853	88,027	73,768	21,030	72,106	12
...	...	...	...	...	0·31	...	...	...	...	...	...	13
...	...	...	...	...	0·54	...	...	...	...	...	39,464	14
0·06	0·05	...	0·42	0·13	0·66	...	...	...	...	...	52,245	15
...	...	...	...	...	0·80	...	...	...	...	...	...	16
0·08	0·05	0·08	0·36	0·20	0·77	...	...	...	...	...	...	;
...	...	...	...	...	2·09	10,540	10,780	10,492	5,933	7,340	6,935	4
0·06	0·05	...	0·23	0·08	0·42	...	...	...	...	...	...	17
0·07	0·05	...	0·17	0·11	0·40	36,735	59,278	...	89,582	42,130	65,119	7
...	...	...	...	...	0·48	...	...	...	...	...	29,893	18
...	...	...	...	...	0·21	...	...	...	...	...	...	19
0·09	0·05	...	0·25	0·10	0·49	...	...	...	...	...	21,274	20
0·05	0·04	...	0·34	0·15	0·58	...	...	...	...	...	35,941	6
0·16	0·04	...	0·36	0·05	0·61	...	...	...	...	...	...	21
0·09	0·05	0·02	0·45	0·09	0·70	...	...	...	...	...	58,895	2
0·06	0·03	0·03	0·27	0·06	0·45	...	...	...	...	...	46,551	22
0·09	0·07	...	0·70	0·18	1·04	40,953	44,014	...	55,389	34,282	49,721	10
...	...	...	...	...	0·34	...	...	..	...	...	42,960	23

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway (detailed in "Index" to Appendix 9.)		Railway.	Engines—*concld.*				Coaching		
Main head.	Sub-head.		Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Total value, in thousands of rupees on 31st December 1911.	Total value per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Number at close of 1910.	Number added in 1911.	Number at close of 1911.
24	25	26	27	28	29	30	31	32	33
		2′ 6″ gauge.							
25	...	Arrah-Sasaram Light ...	...	...	1,27	2,091	...	23	23
27	...	Baraset-Basirhat Light ...	...	...	1,67	3,265	42	...	42
28	...	Barsi Light	...	1	...	...	41	8	49
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	2,266	6	29,14	4,573	196	...	196
29	...	Bukhtiarpore-Bihar Light ...	...	...	99	3,513	20	...	20
30	...	Champaner-Shivrajpur Light ...	...	...	85	4,199	...	2	2
31	...	Cutch	540	...	48	1,321	9	...	9
32	...	Dehri-Rohtas Light ...	...	1	41	1,730	...	8	8
33	...	Dholpur-Bari	...	1	55	2,811	5	2	7
3	(*b*)	Eastern Bengal	...	1	...	...	56	...	56
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla.	...	2	2,46	1,862	51	7	58
8	(*f*)	Kalka-Simla	631	15	10,32	17,323	93	9	102
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai.	751	14	7,06	6,923	66	...	66
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1,271	1	...	...	21	...	21
21	...	Morvi	...	1	96	5,039	51	...	51
1	(*d*)	Mourbhanj	1,011	1	...	...	11	...	11
1	(*f*)	Parlakimedi Light ...	714	...	...	...	7	...	7
22	(*c*)	Powayan Light	...	1	1,02	2,591	18	...	18
39	...	Shahdara (Delhi)-Saharanpur Light.	...	1	2,76	2,986	27	8	35
40	...	Tarkessur-Magra Light ...	...	1	1,04	3,118	22	...	22
41	...	Tezpore-Balipara Light ...	...	1	60	2,974	12	...	12
		2′ 0″ gauge.							
42	...	Darjeeling-Himalayan ...	...	2	3,32	6,499	106	2	108
5	(*g*)	Gwalior Light	...	6	4,05	1,620	81	2	83
43	...	Howrah-Amta Light ...	...	...	2,63	5,994	96	...	96
44	...	Howrah-Sheakhala Light ...	...	...	65	3,281	24	...	24
45	...	Jagadhri Light	...	...	20	6,013	...	4	4
46	...	Jorhat (Provincial)	...	1	...	...	21	...	21
5	(*h*)	Matheran Light ...	...	2	1,40	11,142	32	...	32
47	...	Pipar Road-Bhavi Light ...	13	...	19	996	3	1	4

DIX 16—*contd.*

during 1911 (except where otherwise stated).

STOCK.												NUMBER.
Number per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*						Average mileage run by each *per annum.*						
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
34	35	36	37	38	39	40	41	42	43	44	45	4
...	...	...	...	...	0·38	...	...	...	...	...	...	25
...	...	...	...	...	0·82	...	...	...	...	...	...	27
0·04	0·04	...	0·29	0·05	0·42	...	...	...	...	...	2,943	28
...	...	...	...	...	0·31	...	...	...	...	...	49,809	1
0·05	0·02	0·08	0·41	0·15	0·71	...	...	...	...	...	...	29
...	...	...	...	...	0·10	...	..	...	...	...	1,006	30
0·04	0·02	...	0·13	0·05	0·24	18,357	27,536	...	6,119	13,768	27,536	31
...	...	...	...	...	0·34	...	...	...	...	...	...	32
0·05	0·02	...	0·23	0·05	0·35	...	...	...	...	...	...	33
0·16	0·09	0·23	0·94	0·17	1·59	...	...	...	...	...	...	3
0·03	0·08	...	0·29	0·04	0·44	...	..	...	...	...	...	2
0·43	0·30	...	0·74	0·23	1·70	8,251	10,325	...	10,424	5,403	9,164	8
0·10	0·04	0·03	0·39	0·09	0·65	12,003	22,308	43,154	32,264	34,422	29,380	8
0·05	0·05	...	0·30	0·08	0·48	40,186	40,186	...	38,362	27,868	36,960	10
0·37	0·31	...	1·68	0·32	2·68	...	...	...	...	...	...	21
0·06	0·04	0·02	0·16	0·06	0·34	8,283	24,514	24,331	30,304	6,416	20,893	1
0·06	0·01	0·01	0·20	...	0·28	...	...	...	...	...	41,236	1
0·05	0·05	...	0·34	0·03	0·47	...	...	...	...	...	...	22
0·03	...	0·03	0·32	...	0·38	...	...	...	...	...	...	39
0·07	0·04	0·08	0·45	0·02	0·66	...	...	...	...	...	...	40
0·15	...	...	0·45	...	0·60	...	...	...	...	...	...	41
...	...	...	...	...	2·12	...	...	...	...	...	...	42
...	...	...	...	...	0·34	...	...	...	...	...	..	5
...	...	...	...	...	2·19	...	...	...	...	...	...	43
...	...	...	...	...	1·22	...	...	...	...	...	...	44
...	...	...	...	...	1·21	...	...	...	...	...	6,316	45
...	...	...	...	...	0·70	...	...	...	...	...	...	46
1·31	0·67	...	0·56	...	2·54	...	...	...	...	...	...	5
0·05	0·05	...	0·10	...	0·20	...	...	...	...	...	14,030	47

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway.	COACHING STOCK—*concld.*					GOODS			
								Number at close of			
Main head.	Sub-head.		Average mileage run by each *per diem*.	Freight ton mileage per vehicle, in thousands of tons *	Average under repairs or renewals at any one time.	Total value, in thousands of rupees on 31st December 1911.	Total value per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
47	48	49	50	51	52	53	54	55	56	57	58
		5′ 6″ gauge.									
1	(*a*)	Bengal Nagpur	156	51	139	†1,05,07	†5,674	5,092	5,829	251	441
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	220	80	129	†92,36	†7,899	3,513	3,204	20	535
3	(*a*)	Eastern Bengal	133	41	116	...	...	4,502	524	75	208
4	...	East Indian	180	66	277	†2,91,81	†11,402	10,518	12,547	100	1,074
5	(*a*) to (*f*)	Great Indian Peninsula ...	172	55	391	†2,12,34	†7,317	9,486	4,216	241	865
6	(*a*) & (*b*)	Madras and Southern Mahratta	113	50	90	...	...	2,305	1,531	167	388
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	113	34	22	10,65	3,036	358	1,030	4	52
8	(*a*) to (*i*)	North Western	149	50	247	†3,09,06	†6,499	15,280	4,307	49	756
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	131	48	37	...	...	5,532	675	141	146
10	(*a*)	South Indian	87	49	19	...	...	746	542	152	103
		3′ 3⅜″ gauge.									
11	...	Assam-Bengal	84	32	30	†32,03	†4,055	2,060	603	96	67
12	...	Bengal and North-Western ...	197	47	101	...	...	6,308	615	284	279
13	...	Bengal Doors	...	...	...	2,80	1,831	263	54	26	20
14	...	Bhavnagar	108	34	9	4,41	2,467	142	324	10	17
	(*a*) & (*b*)	Burma	143	35	80	†78,49	†5,134	4,955	1,286	414	339
	...	Dibru-Sadiya	...	...	...	...	...	273	934	54	30
3	(*b*) to (*d*)	Eastern Bengal	...	...	93	...	...	3,224	518	184	222
4	...	East Indian (Deoghur) ...	19	...	...	...	...	4	5	...	2
17	...	Gondal-Porbandar ...	...	34	9	†3,52	†1,810	93	203	9	64
7	(*c*)	Hyderabad-Godavari Valley ...	178	41	18	11,62	2,972	590	345	20	39
18	...	Jamnagar	82	27	1	†72	†1,331	40	60	...	4
19	(*a*) to (*d*)	Jodhpur-Bikaner	...	...	16	...	...	852	312	...	87
20	...	Junagad...	86	23	...	†1,84	†2,069	35	94	3	2
6	(*c*) to (*l*)	Madras and Southern Mahratta	98	24	133	...	...	4,223	1,357	222	262
21	...	Morvi	...	...	...	3,47	4,685	29	42	...	3
2	(*h*) to (*n*)	Rajputana-Malwa	161	47	195	...	...	5,527	2,701	75	397
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	127	34	20	...	...	1,343	242	76	59
10	(*b*) to (*i*)	South Indian	136	47	60	...	...	2,400	1,341	91	222
23	...	Udaipur-Chitorgarh ...	118	43	2	†1,40	†2,079	33	10	...	3

*For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

DIX 16—*contd.*

during 1911 (except where otherwise stated).

STOCK.											
1910.	NUMBER ADDED IN 1911.					NUMBER AT CLOSE OF 1911.					NUMBER.
Total of all classes.	Covered wagons	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of a classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
59	60	61	62	63	64	65	66	67	68	69	70
11,613	18	161	...	81	260	5,110	5,990	251	522	11,873	1
7,272	175	248	...	−2	421	3,688	3,452	20	533	7,693	2
5,309	−218	224	...	13	19	4,284	748	75	221	5,328	3
24,239	50	−73	...	−4	−27	10,568	12,474	100	1,070	24,212	4
14,808	463	230	...	−14	679	9,949	4,446	241	851	15,487	5
4,391	10	2	20	−14	18	2,315	1,533	187	374	4,409	6
1,444	−5	3	...	−6	−8	353	1,033	4	46	1,436	7
20,392	384	170	...	19	573	15,664	4,477	49	775	20,965	8
6,494	61	−43	−10	−14	−6	5,593	632	131	132	6,488	9
1,543	52	−56	20	−5	11	798	486	172	98	1,554	10
2,826	2	91	...	−5	88	2,062	694	86	62	2,914	11
7,516	66	...	...	3	69	6,374	*645	284	282	*7,585	12
363	...	−6	6	...	...	263	48	32	20	363	13
493	...	...	...	...	...	142	324	10	17	493	14
6,993	140	191	...	...	331	5,095	1,477	414	338	7,324	15
1,291	20	...	...	...	20	293	934	54	30	1,311	16
4,148	110	...	45	21	176	3,334	518	229	243	4,324	3
11	...	...	...	...	...	4	5	...	2	11	4
369	...	...	...	...	...	93	203	9	64	369	17
994	100	−3	...	2	99	690	342	20	41	1,093	7
104	...	−20	...	...	−20	40	40	...	4	84	18
1,251	124	...	...	−33	91	976	312	...	54	1,342	19
134	...	...	...	...	...	35	94	3	2	134	20
6,064	252	60	−67	−15	230	4,475	1,417	155	247	6,294	6
74	...	37	...	...	37	29	79	...	3	111	21
8,700	76	39	−22	−21	72	5,603	2,740	53	376	8,772	2
1,720	...	...	...	...	...	1,343	242	76	59	1,720	22
4,054	21	104	8	−17	116	2,421	1,445	99	205	4,170	10
46	...	...	...	...	...	33	10	...	3	46	23

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway (detailed in "Index" to Appendix 9).		Railway.	COACHING STOCK—*concld.*					GOODS			
								Number at close of			
Main head.	Sub-head.		Average mileage run by each *per diem.*	Freight ton mileage per vehicle, in thousands of tons*.	Average under repairs or renewals at any one time.	Total, value in thousands of rupees on 31st December 1911.	Total value per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Covered wagons.	Open wagons	Timber trucks, including bolster trucks.	All other classes.
47	48	49	50	51	52	53	54	55	56	57	58
		2′ 6″ gauge.									
25	...	Arrah-Sasaram Light ...	...	...	...	1,22	2,023	...	...	...	...
27	...	Baraset-Basirhat Light ...	...	...	...	...	...	6	29	...	3
28	...	Barsi Light	3	...	2	...	...	67	64	...	5
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	137	26	11	17,00	2,669	479	482	43	27
29	...	Bukhtiarpore-Bihar Light ...	...	...	...	...	...	14	34	...	...
30	...	Champaner-Shivrajpur Light...	3	...	...	38	1,884	...	...	...	...
31	...	Cutch	75	11	...	†37	†1,022	...	29	...	...
32	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	...	...
33	...	Dholpur-Bari	...	...	...	83	4,251	5	35	...	2
3	(*b*)	Eastern Bengal	...	...	12	...	...	103	37	37	4
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla	...	...	6	...	...	55	189	...	13
8	(*j*)	Kalka-Simla	25	6	22	†7,18	†11,978	78	72	...	44
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai.	80	18	2	2,21	2,168	74	338	...	33
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur- Krishnagiri.	101	15	...	...	...	24	24	...	...
21	...	Morvi	...	...	...	1,40	7,390	20	47	...	3
1	(*d*)	Mourbhanj	57	11	...	...	...	8	12	...	...
1	(*f*)	Parlakimedi Light ...	113	21	...	...	...	2	14	...	3
22	(*c*)	Powayan Light	...	...	2	...	...	58	3	2	8
39	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	1,33	1,436	80	100	...	9
40	...	Tarkessur-Magra Light ...	...	...	...	70	2,099	20	36	...	3
41	...	Tezpore-Balipara Light ...	...	...	...	...	...	30	20	2	3
		2′ 0″ gauge.									
42	...	Darjeeling-Himalayan ...	...	...	...	1,43	2,810	87	149	5	9
5	(*g*)	Gwalior Light	...	...	...	...	...	161	65	1	5
43	...	Howrah-Amta Light ...	...	...	...	...	...	14	46	...	11
44	...	Howrah-Sheakhala Light ...	...	...	...	...	...	4	4	...	1
45	...	Jagadhri Light	44	...	...	8	2,498	...	...	...	...
46	...	Jorhat (Provincial) ...	...	...	...	...	...	42	25	...	13
5	(*h*)	Matheran Light ...	...	...	16	...	...	2	22	...	4
47	...	Pipar Road-Bhavi Light ...	39	...	...	13	680	...	4	...	...

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

DIX 16—*contd.*

during 1911 (except where otherwise stated).

STOCK.											NUMBER.
1910.	NUMBER ADDED IN 1911.					NUMBER AT CLOSE OF 1911.					
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
59	60	61	62	63	64	65	66	67	68	69	70
...	27	20	...	4	51	27	20	...	4	51	25
38	...	...	...	...	...	6	29	...	3	38	27
136	20	5	...	...	25	87	69	...	5	161	28
1,031	21	47	...	4	72	500	529	43	31	1,103	1
48	...	...	...	...	...	14	34	...	...	48	29
...	5	50		2	57	5	50	...	2	57	30
29	...	...	...	...	...	...	29	...	...	29	31
...	21	25	...	5	51	21	25	...	5	51	32
42	3	...	...	...	3	8	35	...	2	45	33
181	—23	—28	—37	...	—88	80	9	...	4	93	3
257	9	37	...	2	48	64	226	...	15	305	2
194	7	—16	...	11	2	85	56	...	55	196	8
445	12	—67	...	55	...	86	271	...	88	445	8
48	...	...	...	...	...	24	24	...	...	48	10
70	...	...	...	...	...	20	47	...	3	70	21
20	...	...	...	...	...	8	12	...	...	20	1
19	...	...	...	...	...	2	14	...	3	19	1
71	...	...	...	...	...	58	3	2	8	71	22
189	...	...	...	...	...	80	100	...	9	189	39
59	...	1	...	...	1	20	37	...	3	60	40
55	...	...	...	...	...	30	20	2	3	55	41
250	...	...	...	...	...	87	149	5	9	250	42
232	—6	6	...	...	...	155	71	1	5	232	5
71	...	...	...	...	...	14	46	...	11	71	43
9	...	...	...	...	...	4	4	...	1	9	44
...	1	6	...	1	8	1	6	...	1	8	45
80	6	—7	...	6	5	48	18	...	19	85	46
28	5	—6	...	...	—1	7	16	...	4	27	5
4	...	2	...	...	2	...	6	...	...	6	47

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of railway (detailed in "Index" to Appendix 9).		Railway.	GOODS				
			Number of all classes per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Average mileage run by each *per annum.*	Average mileage run by each *per diem.*	Average tare in tons.	
Main head	Sub-head.					Covered wagons.	Open wagons.
71	72	73	74	75	76	77	78
		5' 6" gauge.					
1	(*a*)	Bengal-Nagpur	6·40	15,762	43	8·18	8·47
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	6·09	10,975	30	7·74	7·83
3	(*a*)	Eastern Bengal	10·40	10,743	29	8·36	7·00
4	...	East Indian	9·18	20,022	55	7·82	7·11
5	(*a*) to (*f*)	Great Indian Peninsula ...	5·23	15,024	41	8·16	7·05
6	(*a*) & (*b*)	Madras and Southern Mahratta.	4·23	12,887	35	7·85	7·64
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	4·08	15,064	41	7·75	7·00
8	(*a*) to (*i*)	North Western	4·41	14,860	41	7·83	7·71
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	4·24	14,261	39	7·76	6·59
10	(*a*)	South Indian	3·48	10,151	28	7·39	6·93
		3' 3⅜" gauge.					
11	...	Assam-Bengal	3·69	4,658	13	5·08	3·64
12	...	Bengal and North-Western ...	*3·66	*14,243	*39	*4·18	*2·86
13	...	Bengal Doears	2·37	...	...	...	...
14	...	Bhavnagar	2·75	6,707	18	3·72	3·06
15	(*a*) & (*b*)	Burma	4·79	13,852	38	4·75	3·75
16	...	Dibru-Sadiya	14·32	...	...	...	...
3	(*b*) to (*d*)	Eastern Bengal	4·12	...	...	5·88	3·66
4	...	East Indian (Deoghur) ...	2·30	...	...	3·51	3·51
17	...	Gondal-Porbandar	1·90	...	...	3·72	3·06
7	(*c*)	Hyderabad-Godavari Valley ...	2·79	10,986	30	4·29	3·96
18	...	Jamnagar	1·48	2,529	7	4·25	4·11
19	(*a*) to (*d*)	Jodhpur-Bikaner	1·18	14,421	40	5·34	4·78
20	...	Junagad	1·51	8,825	24	3·74	3·14
6	(*c*) to (*l*)	Madras and Southern Mahratta	3·01	13,770	38	4·06	4·28
21	...	Morvi	1·50	...	...	...	...
2	(*h*) to (*n*)	Rajputana-Malwa	3·97	15,036	41	4·38	4·27
22	(*a*) & (*b*)	Rohilkund and Kumaon ...	3·73	11,802	32	4·97	3·32
10	(*b*) to (*i*)	South Indian	3·46	14,629	40	5·06	4·46
23	...	Udaipur-Chitorgarh ...	0·68	11,184	31	4·02	3·19

* The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

DIX 16—*contd.*

during 1911 (except where otherwise stated).

STOCK—*concld.*									
Average carrying capacity in tons.		Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Total value, in thousands of rupees on 31st December 1911.	Total value per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Grand total value of rolling-stock in thousands of rupees on 31st December 1911.	Grand total value of rolling-stock per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	NUMBER.
Covered wagons.	Open wagons.								Main head.
79	80	81	82	83	84	85	86	87	88
14·70	17·40	7·81	94	408	3,71,62	20,069	6,90,67	37,299	1
16·91	17·75	6·94	45	403	1,99,77	17,086	4,17,69	35,724	2
15·06	15·57	5·74	62	357	...	...	3,16,48	61,792	3
16·18	16·32	8·17	156	1,343	8,28,83	32,384	¶15,89,91	¶62,121	4
16·53	15·49	7·65	127	1,044	3,71,50	12,802	10,15,81	35,005	5
15·41	17·06	6·85	81	218	*1,80,78	*17,355	*2,90,01	*27,842	6
18·07	18·49	7·62	107	39	36,26	10,308	72,61	20,703	7
19·50	16·47	6·96	106	490	5,89,30	12,393	13,90,67	29,246	8
15·05	13·61	5·92	52	153	*2,39,08	*16,124	3,56,91	24,518	9
13·95	15·44	6·67	71	44	...	...	Included with Indian railway, section).	the South (3′3⅜″ gauge	10
10·22	8·06	6·80	39	138	61,90	7,837	1,33,19	16,862	11
††11 16	††10·58	††3·68	††45	169	†1,93,17	†10,242	3,03,31	15,676	12
...	..	...	...	...	6,56	4,293	12,06	7,889	13
7·35	7·91	2·81	24	34	5,41	3,045	14,65	8,195	14
10·26	8·92	4·00	46	668	1,44,39	9,445	3,27,47	21,4.0	15
...	...	...	...	...	...	...	**30,15	**35,050	16
11·17	9·80	4·03	...	267	‖1,45,91	‖13,438	‖2,13,11	‖19,627	3
5·00	7·00	...	...	...	...	...	Included with Indian railway	the East (5′ 6″ gauge).	4
7·35	7·90	3·46	29	35	4,06	2,090	10,95	5,635	17
10·46	11·73	4·49	45	31	19,95	5,100	52,09	13,317	7
7·35	7·35	3·14	10	4	1,72	3,177	3,80	7,014	18
10·85	13·55	3·23	76	43	*37,40	*3,297	57,70	5,087	19
7·83	7·35	...	28	...	1,42	1,597	5,22	5,864	20
7·96	7·70	3·87	48	262	†§1,45,31	†§7,123	†§2,15,17	†§10,547	6
7·25	12·25	...	...	4	2,54	3,438	8,76	11,848	21
9·69	10·62	4·03	58	441	†2,31,63	†10,493	†9,30,62	†14,977	2
12·70	9·28	4·11	33	83	*43,62	*9,490	60,62	13,189	22
9·49	9·18	3·81	60	102	*‡2,00,88	*‡11,853	*‡2,88,83	*‡17,043	10
3·90	7·40	2·10	22	1	75	1,120	3,10	4,612	23

* Includes the outlay on coaching stock and motor cars.
† Includes the outlay on coaching stock.
‡ Includes the outlay on the 5′6″ and 2′6″ gauge sections of the South Indian railway.
§ Excludes the outlay by the West of India Portuguese railway.
‖ Includes the outlay on the 2′6″ gauge section.
¶ Includes the outlay on the Deoghur railway (3′ 3⅜″ gauge).
** Excludes the outlay by the Ledo and Tikak-Margherita Colliery railway.
†† The calculations have been arrived at without taking into account 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway.	GOODS				
			Number of all classes per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Average mileage run by each *per annum.*	Average mileage run by each *per diem.*	Average tare in tons.	
Main head.	Sub-head.					Covered wagons.	Open wagons.
71	72	73	74	75	76	77	78
		2′ 6″ gauge.					
25	...	Arrah-Sasaram Light ...	0·84	...	...	3·20	3·20
27	...	Baraset-Basirhat Light ...	0·74	...	...	2·75	2·50
28	...	Barsi Light	1·39	895	2	6·53	4·57
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	1·73	9,844	27	7·13	7·03
29	...	Bukhtiarpore-Bihar Light ...	1·71	...	...	2·75	2·25
30	...	Champaner Shivrajpur Light ...	2·82	...	...	7·00	3·00
31	...	Cutch	0·79	4,489	12	...	9·00
32	...	Dehri-Rohtas Light ...	2·14	...	...	...	...
33	...	Dholpur-Bari	2·29	...	...	7·00	3·00
3	(*b*)	Eastern Bengal	2·64	...	...	3·22	1·75
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla.	2·31	...	...	...	...
8	(*j*)	Kalka-Simla	3·27	6,656	18	4·56	4·76
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai.	4·36	3,976	11	4·53	1·35
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	1·09	6,735	18	6·46	5·98
21	...	Morvi	3·71	...	...	...	...
1	(*d*)	Mourbhanj	0·62	14,448	40	5·84	4·96
1	(*f*)	Parlakimedi Light ...	0·77	3,387	9	6·98	4·06
22	(*c*)	Powayan Light	1·84	...	...	3·16	...
39	...	Shahdara (Delhi)-Saharanpur Light.	2·04	...	...	3·70	3·20
40	...	Tarkessur-Magra Light ...	1·80	...	...	...	...
41	...	Tezpore-Balipara Light ...	2·74	...	...	2·00	2·00
		2′ 0″ gauge.					
42	...	Darjeeling-Himalayan ...	4·90	...	...	1·60	1·30
5	(*g*)	Gwalior Light	0·93	...	...	2·95	2·13
43	...	Howrah-Amta Light ...	1·62	...	...	2·50	2·25
44	...	Howrah-Sheakhala Light ...	0·46	...	...	2·00	2·00
45	...	Jagadhri Light	2·42	...	..	3·30	2·47
46	...	Jorbat (Provincial) ...	2·83	...	...	...	...
5	(*h*)	Matheran Light	2·14	...	...	1·40	1·40
47	...	Pipar Road-Bhavi Light ...	0·32	...	...	...	...

DIX 16—*concld.*

during 1911 (except where otherwise stated).

STOCK—*concld.*									
Average carrying capacity in tons.		Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Total value, in thousands of rupees on 31st December 1911.	Total value per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	Grand total value of rolling-stock, in thousands of rupees on 31st December 1911.	Grand total value of rolling-stock per mile of line open on 31st December 1911, *excluding 2nd, 3rd, etc., tracks.*	NUMBER.
Covered wagons.	Open wagons.								Main head.
79	80	81	82	83	84	85	86	87	88
8·00	8·00	...	...	...	1,07	1,765	3,56	5,879	25
7·00	7·00	...	...	...	*2,48	4,853	4,15	8,118	27
13·50	15·43	...	...	4	...	...	11,22	9,682	28
15·77	15·37	3·20	29	32	39,39	6,181	85,53	13,423	1
6·00	6·00	...	...	...	*2,08	*7,436	3,07	10,979	29
16·00	8·00	...	...	...	83	4,109	2,06	10,192	30
...	10·00	...	...	...	27	723	1,12	3,066	31
10·00	7·50	...	...	...	*73	*3,049	1,14	4,779	32
16·00	8·00	...	...	...	67	3,397	2,05	10,459	33
4·63	4·53	...	...	10	...	...	Included with Bengal railway, section).	the Eastern (3′ 3⅜″ gauge	3
...	...	...	...	...	*5,52	*4,189	7,98	6,051	2
9·74	12·57	2·64	14	15	5,05	8,423	22,55	37,624	8
8·77	3·57	1·52	5	20	4,83	4,735	14,10	13,826	8
9·50	10·00	2·52	14	1	...	...	Included with Indian railway, section).	the South (3′ 3⅜″ gauge	10
4·75	8·00	...	...	3	1,22	6,394	3,58	18,823	21
13·10	11·33	1·92	27	...	...	...	1,70	5,253	1
9·04	7·38	2·80	9	...	...	...	1,60	6,481	1
4·81	...	...	...	3	*1,73	*4,367	2,75	6,958	22
8·00	8·00	...	...	1	4,25	4,594	8,34	9,016	39
...	...	...	...	...	85	2,563	2,59	7,780	40
4·00	4·00	...	...	...	1,00	5,007	1,60	7,981	41
4·30	4·40	...	...	...	2,69	5,282	7,44	14,591	42
7·81	4·97	...	...	...	*5,09	*2,035	9,14	3,655	5
5·00	5·00	...	...	...	*4,45	*10,150	7,08	16,144	43
5·00	5·00	...	...	...	*1,21	*6,135	1,86	9,416	44
7·00	7·00	...	...	...	10	3,006	38	11,517	45
...	...	...	...	...	...	...	2,40	7,984	46
3·00	3·00	...	...	13	†1,38	†10,911	2,78	22,053	5
...	...	...	...	...	5	2,87	37	1,963	47

* Includes the outlay on coaching stoc .
† Includes the outlay on coaching stock and motor cars.

APPENDIX 17.

Rolling-stock fitted with automatic brakes at the close of the calendar year 1911.

Classification No. of Railway. (Detailed in "Index" to Appendix 9).		Railway system.	Locomotives.									Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.			
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.										
Main head.	Sub-head.		Fitted	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total).	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
		5′ 6″ Gauge.																	
1	(*a*)	Bengal-Nagpur .	81	...	100·00	...	...	...	209	100	67·64	913	...	...	100·00	5,410	1,223	5,216	55·98
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	125	...	100·00	...	...	...	139	23	85·80	756	3	...	100·00	2,401	87	5,189	32·41
3	(*a*)	Eastern Bengal	81	...	100·00	59	...	100·00	67	39	63·21	663	56	32	95·74	237	13	5,070	4·70
4	...	East Indian .	191	1	99·48	368	19	95·09	283	213	57·06	2,073	15	221	90·43	9,553	123	14,502	40·02
5	(*a*) to (*f*)	Great Indian Peninsula.	294	...	100·00	385	161	70·51	159	11	93·53	1,975	...	54	97·34	3,501	204	11,722	24·02
6	(*a*) & (*b*)	Madras and Southern Mahratta.	67	...	100·00	...	...	...	159	24	86·89	*700	...	...	100·00	2,027	1,653	713	83·77
7	(*a*) & (*b*)	Nizam's Guaranteed State.	...	...	...	...	23	...	19	19	50·00	179	6	...	100·00	127	11	1,296	9·62
8	(*a*) to (*i*)	North Western	225	...	100·00	699	...	100·00	142	8	94·67	2,974	75	...	100·00	12,139	113	8,625	58·75
9	(*a*) & (*b*)	Oudh and Rohilkhand.	99	...	100·00	...	...	...	142	8	94·67	869	39	29	96·91	1,873	614	3,979	38·46
10	(*a*)	South Indian .	25	...	100·00	...	...	...	69	20	77·53	310	...	...	100·00	679	203	670	56·83
		3′ 3⅜″ Gauge.																	
11	...	Assam-Bengal .	5	...	100·00	...	...	...	103	1	99·04	325	8	...	100·00	1,592	208	1,097	62·13
12	...	Bengal and North-Western.	54	...	100·00	...	...	...	93	181	33·94	578	212	291	73·08	**255	15	7,293	3·57
13	...	Bengal Dooars .	...	...	...	...	...	...	...	10	...	...	11	37	22·92	...	...	360	...
14	...	Bhavnagar .	...	...	...	...	...	...	8	12	40·00	33	10	54	44·33	...	1	431	0·20
15	...	Burma .	†8	...	100·00	...	...	...	208	89	70·03	‡651	48	305	69·62	3,394	30	3,863	46·99
16	...	Dibru-Sadiya .	...	...	...	...	...	...	...	26	...	9	3	61	16·44	170	216	923	29·49
3	(*b*) to (*d*)	Eastern Bengal	...	...	...	...	...	...	210	19	91·70	621	82	101	87·44	45	8	4,255	1·23
4	...	East Indian (Deoghur.)	...	...	...	...	...	...	...	2	...	...	...	10	...	...	...	11	...
17	...	Gondal-Porbandar.	...	...	...	...	...	...	5	9	35·71	18	12	52	36·59	...	...	368	...
7	(*c*)	Hyderabad-Godavari Valley.	14	...	100·00	...	10	...	17	24	41·46	145	10	...	100·00	105	...	985	9·63
18	...	Jamnagar .	...	...	...	...	...	...	4	...	100·00	10	1	11	50·00	2	...	82	2·38
19	...	Jodhpur-Bikaner	...	...	...	...	...	...	...	64	...	...	11	223	4·70	...	...	1,342	...
20	...	Junagad	...	...	...	...	...	...	3	5	37·5	19	2	23	47·73	...	...	134	...
6	(*e*) to (*l*)	Madras and Southern Mahratta.	40	...	100·00	10	...	100·00	§53	180	22·75	‖376	¶65	764	36·60	12	...	6,260	0·19
21	...	Morvi .	...	3	...	...	2	...	...	3	...	16	3	27	41·30	...	...	111	...
2	(*k*) to (*n*)	Rajputana-Malwa	189	...	100·00	...	...	...	183	139	56·83	912	596	46	97·04	2,463	4,439	1,843	78·93
22	(*a*) & (*b*)	Rohilkund and Kumaon.	4	...	100·00	...	...	...	30	24	55·56	64	52	94	55·24	15	4	1,689	1·11
10	(*b*) to (*i*)	South Indian .	20	...	100·00	...	...	...	246	34	87·86	590	24	638	49·04	63	106	3,093	4·06
23	...	Udaipur-Chitorgarh.	...	1	...	...	...	...	...	2	...	...	11	12	47·83	...	...	46	...
		Carried over .	1,522	5	...	1,521	215	...	2,551	1,289	...	15,770	1,355	3,095	...	46,063	9,301	92,128	...

* Excludes two rail motor cars fitted with automatic vacuum brake.
† Excludes four motor engines fitted with automatic vacuum brake.
‡ Excludes three rail motor cars fitted with automatic vacuum brake.
§ Includes 7 engines fitted with the Westinghouse brake.
‖ Includes 42 vehicles fitted with the Westinghouse brake.
¶ Includes 3 vehicles piped for the Westinghouse brake.
** Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPENDIX 17—*concld.*

Rolling-stock fitted with automatic brakes at the close of the calendar year 1911.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Locomotives.									Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.			
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.										
Main head.	Sub-head.		Fitted	Not fitted.	Percentage of fitted on total.	Fitted	Not fitted.	Percentage of fitted on total.	Fitted	Not fitted.	Percentage of fitted on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
		Brought forward .	1,522	5	...	1,521	215	...	2,651	1,289	...	15,779	1,355	3,085	...	46,663	9,301	92,128	...
		2' 6" Gauge.																	
25	...	Arrah-Sasaram Light .	...	...	...	...	...	...	...	5	...	...	...	23	...	...	...	51	...
27	...	Barasat-Basirhat Light .	...	...	...	...	...	...	...	7	...	...	...	42	...	...	...	38	...
28	...	Barsi Light . . .	...	...	...	...	...	...	12	1	92·31	49	...	...	100·00	41	117	2	98·75
29	...	Bukhtiarpore-Bihar Light	...	...	...	...	...	...	...	4	...	...	...	20	...	...	...	48	...
30	...	Champaner-Shivrajpur Light.	...	...	...	...	...	...	...	3	...	...	...	2	...	...	...	57	...
31	...	Cutch	...	...	...	...	...	...	...	4	...	...	...	9	...	...	...	29	...
32	...	Dehri-Rohtas Light .	...	...	...	...	...	...	...	3	...	...	...	8	...	...	...	51	...
33	...	Dholpur-Bari . .	...	...	...	...	...	...	...	3	...	...	...	7	...	...	...	15	...
3	(*b*)	Eastern Bengal . .	...	...	...	...	...	...	...	7	...	...	...	56	...	...	...	93	...
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla.	...	...	...	...	...	...	...	15	...	...	...	58	...	...	...	305	...
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	...	...	...	...	...	...	70	11	86·42	177	...	37	82·71	1,004	...	136	88·07
8	(*j*)	Kalka-Simla . . .	...	...	...	...	...	...	35	...	100·00	102	...	...	100·00	194	1	...	100·00
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	...	28	...	...	...	66	...	...	...	445	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	...	...	...	6	...	...	...	21	...	...	...	48	...
21	...	Morvi	...	3	...	...	1	...	...	1	...	...	...	51	...	...	...	70	...
22	(*c*)	Powayan Light . .	...	...	...	...	...	...	...	5	...	...	...	18	...	...	...	71	...
39	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	8	...	...	...	35	...	...	...	189	...
40	...	Tarkessur-Magra Light .	...	...	...	...	...	...	...	6	...	...	...	22	...	...	...	60	...
41	...	Tezpore-Balipara Light .	...	...	...	...	...	...	...	3	...	...	...	12	...	...	...	55	...
		3' 0" Gauge.																	
42	...	Darjeeling-Himalayan .	...	...	...	...	...	...	...	17	...	...	...	108	...	...	...	250	...
5	(*g*)	Gwalior Light . .	...	...	...	...	...	...	...	20	...	...	...	83	...	...	...	232	...
43	...	Howrah-Amta Light .	...	...	...	...	...	...	...	13	...	...	...	96	...	...	...	71	...
44	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	3	...	...	...	24	...	...	...	9	...
45	...	Jagadhri Light . .	...	...	...	...	...	...	...	2	...	...	...	4	...	...	...	8	...
46	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	9	...	...	...	21	...	...	...	85	...
5	(*h*)	Matheran . . .	...	...	...	...	...	...	2	3	40·00	...	...	32	...	...	...	26	...
47	...	Pipar Road-Bhavi Light	...	...	...	...	...	...	...	2	...	...	...	4	...	...	...	6	...
		Total .	1,522	8	99·48	1,521	216	87·56	2,070	1,478	64·37	16,107	1,355	3,944	81·58	47,302	9,419	94,608	37·48

APPENDIX 18.

Rolling-stock lighted by either gas or electricity at the close of the calendar year 1911.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent of fitted to total.	Systems of electric lighting in use.
Main head.	Sub-head.		Gas. [Pintsch's system.]	Electricity.	Total.			
1	2	3	4	5	6	7	8	9
		5′ 6″ Gauge.						
1	(*a*)	Bengal-Nagpur	1,026	62	1,088	41	96·37	Stone's, Mather and Platt's, Vickers-Hall and Bowman and Still's systems.
2	(*a*) to (*g*)	Bombay, Baroda and Central India	811	83	894	2	99·78	Stone's, Vickers-Hall, Aichele and Vicarino-Crawford systems.
3	(*a*)	Eastern Bengal	671	20	691	106	86·70	Vickers-Hall, Stone's, Mather and Platt's and Tudor systems.
4	...	East Indian	1,666	120	1,786	196	90·11	Stone's system.
5	(*a*) to (*f*)	Great Indian Peninsula	1,504	216	1,720	96	94·71	Stone's, Vickers-Hall, Aichele, Vicarino-Crawford, Mather and Platt's and Tudor systems.
6	(*a*) & (*b*)	Madras and Southern Mahratta	875	*14	889	69	92·80	Stone's, Vickers-Hall, Tudor and Rosenburg systems.
7	(*a*) & (*b*)	Nizam's Guaranteed State	140	6	146	61	70·53	Aichele's and Stone's systems.
8	(*a*) to (*i*)	North Western	2,619	138	2,757	...	100·00	Stone's system.
9	(*a*) & (*b*)	Oudh and Rohilkhand	751	78	829	142	85·38	Stone's and Vickers-Hall systems
10	(*a*)	South Indian	304	40	344	22	93·99	Stone's system.
		3′ 3⅜″ Gauge.						
11	...	Assam-Bengal	316	1	317	...	100·00	Vickers-Hall system.
12	...	Bengal and North-Western	...	1,088	1,088	222	83 05	Stone's system.
13	...	Bengal Dooars	...	45	45	19	70·31	Vickers-Hall system.
14	(*a*) & (*b*)	Bhavnagar	...	16	16	78	17·02	Vicarino-Crawford system.
15	(*a*) & (*b*)	Burma	...	65	65	960	6·34	Stone's, Vickers-Hall and Vicarino-Crawford systems.
16	...	Dibru-Sadiya	...	1	1	72	1·37	Vickers-Hall system.
3	(*b*) to (*d*)	Eastern Bengal	692	17	709	152	82·35	Vickers-Hall and Stone's systems.
17	(*a*) & (*b*)	Gondal-Porbandar	...	24	24	50	32·43	Vicarino-Crawford system.
7	(*c*)	Hyderabad-Godavari Valley	118	3	121	60	66·85	Stone's and Vickers-Hall systems.
18	...	Jamnagar	...	...	...	22	...	
19	(*a*) to (*d*)	Jodhpur-Bikaner	...	258	258	13	95·20	Stone's system.
20	...	Junagad	...	4	4	37	9·76	Vicarino-Crawford system.
6	(*c*) to (*l*)	Madras and Southern Mahratta	1,126	*4	1,130	99	91·94	Stone's system.
21	...	Morvi	...	...	...	45	...	
2	(*h*) to (*n*)	Rajputana-Malwa	...	1,322	1,322	238	84·74	Independent Storage Battery system.
22	(*a*) & (*b*)	Rohilkund and Kumaon	...	158	158	78	66·95	Stone's system.
10	(*b*) to (*i*)	South Indian	...	485	485	759	38·99	Stone's system.
23	...	Udaipur-Chitorgarh	...	...	...	23	...	
		2′ 6″ Gauge.						
25	...	Arrah-Sasaram Light	...	28	28	...	100·00	Mather and Platt's system.
27	...	Baraset-Basirhat Light	...	45	45	...	100·00	Mather and Platt's system.
28	...	Barsi Light	...	49	49	...	100·00	Stone's and Leitner-Lucas systems.
29	...	Bukhtiarpore-Bihar Light	...	...	...	20	...	
30	...	Champaner-Shivrajpur Light	...	...	...	2	...	
3	(*b*)	Eastern Bengal	...	...	...	57	...	
31	...	Cutch	...	...	...	9	...	
32	...	Dehri-Rohtas Light	...	...	...	8	...	
33	...	Dholpur-Bari	...	7	7	...	100·00	Independent Storage Battery system.
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla	...	...	...	56	...	
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	191	...	191	40	82·68	
8	(*j*)	Kalka-Simla	...	113	113	...	100·00	Stone's system.
8	(*k*) & (*l*)	Kohat-Thal and Nowshera-Durgai	...	9	9	27	25·00	Stone's system.
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	21	...	21	...	100·00	
21	...	Morvi	...	...	...	51	...	
22	(*c*)	Powayan Light	...	...	...	18	...	
39	...	Shahdara (Delhi)-Saharanpur Light	...	35	35	...	100·00	Mather and Platt's system.
40	...	Tarkessur-Magra Light	...	...	...	22	...	
41	...	Tezpore-Balipara Light	...	...	...	12	...	
		2′ 0″ Gauge.						
42	...	Darjeeling-Himalayan	...	30	30	71	29·70	Oil motor-driven direct-coupled 60-volt generating set in separate van.
5	(*g*) & (*h*)	Gwalior and Matheran Light	...	...	...	113	...	
43	...	Howrah-Amta Light	...	...	...	96	...	
44	...	Howrah-Sheakhala Light	...	...	...	24	...	
45	...	Jagadhri Light	...	...	...	4	...	
46	...	Jorhat (Provincial)	...	...	...	21	...	
47	...	Pipar Road-Bhavi Light	...	...	...	4	...	
		Total	12,831	4,584	17,415	4,317	80·14	

* Also fitted for gas.

APPENDIX 19.

Trains provided with means of communication throughout between passengers and railway servants on the 31st December 1911.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.
Main head	Sub-head.							
1	2	3	4	5	6	7	8	9
		5' 6" gauge.						
1	(a)	Bengal-Nagpur	Total number of trains run	4	48	40	92	
			Total number of trains fitted with communication.	4	48	...	52	English chain system.*
3	(a)	Eastern Bengal	Total number of trains run...	10	95	31	136	
			Total number of trains fitted with communication.	10	95	31	136	English chain system.*
4	(a) to (d)	East Indian ...	Total number of trains run	8	106	145	259	
			Total number of trains fitted with communication.	8	49	...	57	English chain system* and Bamber's system.†
5	(a) to (f)	Great Indian Peninsula.	Total number of trains run	16	140	86	242	
			Total number of trains fitted with communication.	16	140	...	156	English chain system.*
6	(a) & (b)	Madras and Southern Mahratta.	Total number of trains run	8	108	34	150	
			Total number of trains fitted with communication.	8	104	...	112	English chain system.*
7	(a) & (b)	Nizam's Guaranteed State.	Total number of trains run	2	4	...	6	
			Total number of trains fitted with communication.	2	4	...	6	English chain system.*
8	(a) to (i)	North Western	Total number of trains run	10	97	72	179	
			Total number of trains fitted with communication.	10	97	...	107	English chain system* and King's system.‡
9	(a) & (b)	Oudh and Rohilkhand.	Total number of trains run	2	11	80	93	
			Total number of trains fitted with communication	2	11	60	73	English chain system.*
10	(a)	South Indian ...	Total number of trains run	4	27	40	71	
			Total number of trains fitted with communication.	4	27	...	31	English chain system.*
		3' 3⅜" gauge.						
11	(a)	Assam-Bengal	Total number of trains run	...	...	26	26	
			Total number of trains fitted with communication.	...	...	8	8	English chain system.*
12	(a) & (b)	Bengal and North-Western.	Total number of trains run...	...	10	186	196	
			Total number of trains fitted with communication.	...	10	...	10	English chain system.*
14	(a) & (b)	Bhavnagar ...	Total number of trains run	...	11	13	24	
			Total number of trains fitted with communication.	...	11	...	11	English chain system.*
15	(a) & (b)	Burma ...	Total number of trains run	6	116	87	209	
			Total number of trains fitted with communication.	6	2	16	24	English chain system.*
3	(b) to (d)	Eastern Bengal	Total number of trains run	8	37	28	73	
			Total number of trains fitted with communication.	8	37	26	71	English chain system.*
17	(a) & (b)	Gondal-Porbandar.	Total number of trains run	...	6	9	15	
			Total number of trains fitted with communication.	...	4	...	4	English chain system.*
19	(a) to (d)	Jodhpur-Bikaner.	Total number of trains run	...	2	22	24	
			Total number of trains fitted with communication.	...	2	...	2	Electric bell §
6	(c) to (l)	Madras and Southern Mahratta.	Total number of trains run...	6	10	82	98	
			Total number of trains fitted with communication.	2	4	...	6	English chain system.*
7	(c)	Hyderabad-Godavari Valley.	Total number of trains run	...	4	...	4	
			Total number of trains fitted with communication.	...	4	...	4	English chain system.*
2	(h) to (n)	Rajputana-Malwa.	Total number of trains run	6	38	91	135	
			Total number of trains fitted with communication.	6	38	27	71	English chain system.*
22	(a) & (b)	Rohilkund and Kumaon.	Total number of trains run...	...	4	28	32	
			Total number of trains fitted with communication.	...	4	...	4	English chain system.*
10	(b) to (i)	South Indian ...	Total number of trains run	8	63	157	228	
			Total number of trains fitted with communication.	4	40	51	95	English chain system.*
		2' 6" gauge.						
1	(b) to (h)	Bengal-Nagpur	Total number of trains run	...	4	30	34	
			Total number of trains fitted with communication.	...	4	22	26	English chain system.*

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.
‡ *King's system.*—Without indicating disc, in connection with automatic vacuum brake.
§ *Electric bell.*—Simple electric communication. No connection with automatic vacuum brake.

APPENDIX 20.

Carriages provided with means of communication between passengers and railway servants on the 31st December 1911.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.) Main head.	Sub-head.	Railway system.	Particulars.	First class, including saloons, dining cars and reserved, inspection and family carriages.	Second class.	Intermediate class.	Third class.	All other carriages *including composites*, but excluding those (such as carriage trucks, luggage vans, etc.,) which do *not* require to be provided with means of communication.	Total.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
		5′ 6″ Gauge.								
1	(*a*)	Bengal-Nagpur	Total number of carriages ...	61	28	40	520	162	811	English chain system.*
			Total number of carriages fitted with communication.	59	28	40	513	162	802	
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	Total number of carriages ...	45	37	...	406	141	629	English chain system.*
			Total number of carriages fitted with communication.	45	37	...	379	139	600	
3	(*a*)	Eastern Bengal	Total number of carriages ...	40	15	45	306	219	625	English chain system.*
			Total number of carriages fitted with communication.	40	15	45	306	219	625	
4	...	East Indian ...	Total number of carriages ...	159	84	101	962	610	1,916	English chain system.* [138 carriages fitted with Bamber's system.†].
			Total number of carriages fitted with communication.	158	79	99	372	558	1,266	
5	(*a*) to (*f*)	Great Indian Peninsula.	Total number of carriages ...	116	121	...	929	650	1,816	English chain system.*
			Total number of carriages fitted with communication.	116	131	...	875	650	1,762	
6	(*a*) & (*b*)	Madras and Southern Mahratta.	Total number of carriages ...	50	38	4	389	220	701	English chain system.*
			Total number of carriages fitted with communication.	50	38	4	389	218	699	
7	(*a*) & (*b*)	Nizam's Guaranteed State.	Total number of carriages ...	34	10	...	72	48	164	English chain system.*
			Total number of carriages fitted with communication.	26	10	...	72	48	156	
8	(*a*) to (*i*)	North Western	Total number of carriages ...	176	91	150	1,218	536	2,171	English chain system* [11 carriages fitted with King's system.‡]
			Total number of carriages fitted with communication.	176	91	150	1,218	536	2,171	
9	(*a*) & (*b*)	Oudh and Rohilkhand.	Total number of carriages ...	83	33	36	359	189	700	English chain system.*
			Total number of carriages fitted with communication.	81	33	36	350	189	689	
10	(*a*)	South Indian ...	Total number of carriages ...	9	26	...	184	75	294	English chain system.*
			Total number of carriages fitted with communication.	9	26	...	184	75	294	

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.
‡ *King's system.*—Without indicating disc, in connection with automatic vacuum brake.

APPENDIX 20—*concld.*

Carriages provided with means of communication between passengers and railway servants on the 31st December 1911.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Particulars.	First class, including saloons, dining cars and reserved, inspection and family carriages.	Second class.	Intermediate class.	Third class.	All other carriages *including composites*, but excluding those (such as carriage trucks, luggage vans, etc.,) which do *not* require to be provided with means of communication.	Total.	Remarks.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		5′ 3¾″ Gauge.								
11	...	Assam-Bengal ...	Total number of carriages ...	31	...	...	96	82	209	English chain system.*
			Total number of carriages fitted with communication.	23	...	...	96	82	201	
12	...	Bengal and North-Western.	Total number of carriages ...	65	36	32	753	189	1,075	English chain system.*
			Total number of carriages fitted with communication.	59	26	32	534	131	782	
13	...	Bengal Dooars ...	Total number of carriages ...	10	1	...	21	16	48	Simple cord.†
			Total number of carriages fitted with communication.	1	...	...	...	6	7	
14	...	Bhavnagar ...	Total number of carriages ...	7	5	...	53	29	94	English chain system.*
			Total number of carriages fitted with communication.	4	2	...	19	14	39	
15	(*a*) & (*b*)	Burma ...	Total number of carriages ...	58	28	...	550	241	877	English chain system.*
			Total number of carriages fitted with communication.	28	...	...	252	144	424	
3	(*b*) to (*d*)	Eastern Bengal	Total number of carriages ...	50	28	51	349	151	629	English chain system.*
			Total number of carriages fitted with communication.	48	28	47	311	135	569	
17	...	Gondal-Porbandar	Total number of carriages ...	8	4	[illegible]	43	24	79	English chain system.*
			Total number of carriages fitted with communication.	5	3	...	8	14	30	
19	(*a*) to (*d*)	Jodhpur-Bikaner	Total number of carriages ...	25	7	17	108	114	271	Electric bell‡.
			Total number of carriages fitted with communication.	25	7	9	47	113	201	
7	(*c*)	Hyderabad-Godavari Valley.	Total number of carriages ...	19	10	...	67	47	143	English chain system*.
			Total number of carriages fitted with communication.	19	10	...	66	45	140	
20	...	Junagad ...	Total number of carriages ...	5	...	...	23	13	41	English chain ystem*.
			Total number of carriages fitted with communication.	3	...	...	9	7	19	
6	(*c*) to (*l*)	Madras and Southern Mahratta.	Total number of carriages ...	70	37	...	601	461	1,169	English chain system.*
			Total number of carriages fitted with communication.	28	8	...	178	170	384	
21	(*a*)	Morvi ...	Total number of carriages ...	4	...	...	24	18	46	English chain system.*
			Total number of carriages fitted with communication.	1	...	...	6	9	16	
2	(*h*) to (*n*)	Rajputana-Malwa	Total number of carriages ...	124	46	31	920	279	1,400	English chain system.*
			Total number of carriages fitted with communication.	124	45	27	792	273	1,261	
22	(*a*) & (*b*)	Rohilkund and Kumaon.	Total number of carriages ...	18	6	3	112	97	236	English chain system.*
			Total number of carriages fitted with communication.	18	6	...	45	50	119	
10	(*b*) to (*i*)	South Indian ...	Total number of carriages ...	50	36	...	786	281	1,153	English chain system.*
			Total number of carriages fitted with communication.	26	8	...	388	138	560	
		2′ 6″ Gauge.								
1	(*b*) to (*h*)	Bengal-Nagpur	Total number of carriages ...	9	3	...	115	81	208	English chain system.*
			Total number of carriages fitted with communication.	5	3	...	91	71	170	

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Simple cord.*—No connection with automatic vacuum brake.
‡ *Electric bell.*—Simple electric communication. No connection with automatic vacuum brake.

APPENDIX 21.

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1911.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Total number of stations on railway.	Stations at which points and signals were interlocked.			Stations at which block instruments were used for train signalling.		
Main head.	Sub-head.			No.	Total number of levers used in each system.	Name of system of interlocking.	No.	Total number of block instruments of each system.	Name of block instrument.
1	2	3	4	5	6	7	8	9	10
		5′ 6″ Gauge.							
1	(*a*)	Bengal-Nagpur	274	124	397	Cabin interlocking	119	108	Neale's, single line.
					14	List and Morse's		9	Theobald's Train Key, single line.
					53	Indirect interlocking.		2	Webb and Thompson's, single line.
2	(*a*) to (*g*)	Bombay, Baroda and Central India.	190	108	1,208	Cabin interlocking	164	40	Preece's, double line.
					440	Dutton's		20	Sykes' (L. & B.)
					45	Experimental		88	Tyer's Tablet, single line.
								2	Tyer's (L. & B.)
								14	Tyer's Tablet three position, double line.
3	(*a*)	Eastern Bengal	147	49	1,060	Cabin interlocking	104	19	Pryce and Ferreira's, double line.
					50	List and Morse's		61	Neale's, single line.
					12	Dutton's		24	Pryce and Ferreira's (L. & B.)
					13	Experimental			
4	...	East Indian	457	310	3,209	Cabin interlocking	396	61	Pryce and Ferreira's, (L. & B.)
					2,738	Dutton's		133	Neale's, single line.
					106	Grouped levers		15	Tyer's Tablet, single line.
								118	East Indian railway's, double line.
								69	East Indian railway's tablet, single line.
5	(*a*) to (*f*)	Great Indian Peninsula	511	247	5,198	Cabin interlocking	511	77	Preece's, single line. Does not give out a token or tablet.
					140	List and Morse's		196	Voucher, single line.
					167	Grouped levers		76	Train wire, single line. Does not given out a token.
								147	Preece's, double line.
								15	Tyer's, double line.
6	(*a*) & (*b*)	Madras and Southern Mahratta.	200	73	652	Cabin interlocking	168	18	Winter's, double line.
					108	Key interlocking		150	Theobald's Train Key, single line.
7	(*a*) & (*b*)	Nizam's Guaranteed State.	45	4	68	Cabin interlocking	5	5	Webb and Thompson's, single line.
					8	Dutton's			
					2	Simplex			
					12	Experimental			
8	(*a*) to (*i*)	North Western	696	405	3,654	Cabin interlocking	23	23	Tyer's two position (L. & B.)
					2,925	List and Morse's			
					16	Experimental			
9	(*a*) & (*b*)	Oudh and Rohilkhand	258	180	1,553	List and Morse's	13	13	Neale's, single line.
					110	Grouped levers			
					73	Saxby and Farmer's			
					2	Wrench's			
					23	Key interlocking			
					77	Experimental ...			
					1,424	Cabin interlocking			
10	(*a*)	South Indian	83	1	12	Cabin interlocking	67	64	Theobald's Train Key, single line.
								2	Winter's Double Dial, single line. Does not give out a token or tablet.
								1	Experimental.
		3′ 3⅜″ Gauge.							
11	...	Assam-Bengal	134	4	48	Dutton's	5	5	Neale's, single line.
12	...	Bengal and North-Western	324	10	14	Dutton's	15	10	Tyer's Tablet, single line.
					22	List and Morse's		5	Neale's, single line.
13	...	Bengal Dooars	30	...		...	...		...
14	..	Bhavnagar	27	2	8	Experimental ...	2	2	Theobald's Train Key, single line.
15	...	Burma	303	92	96	List and Morse's	118	10	Sykes' (L. & B.)
					129	Simplex		4	Tyer's Tablet, single line.
					661	Cabin interlocking		91	Neale's, single line.
								8	Theobald's Train Key, single line.
		Carried over	3,679	1,609	26,547	...	1,705	1,705	...

APPENDIX 21—*concld.*

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1911.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway System.	Total number of stations on railway.	Stations at which points and signals were interlocked.			Stations at which block instruments were used for train signalling.		
Main head.	Sub-head.			No.	Total number of levers used in each system.	Name of system of interlocking.	No.	Total number of block instruments of each system.	Name of block instrument.
1	2	3	4	5	6	7	8	9	10
		Brought forward .	3,679	1,609	26,547	...	1,705	1,705	...
		3′ 3⅜″ Gauge—*concld.*							
16	...	Dibru-Sadiya . . .	41	...	...	...	...	...	...
3	(*b*) to (*d*)	Eastern Bengal . .	183	24	149	Cabin interlocking	43	21	Tyer's Tablet, single line.
					228	List and Morse's .			
					7	Grouped levers .		22	Neale's, single line.
17	...	Gondal-Porbandar . .	23	...	...	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley.	52	45	86	List and Morse's .	5	5	Webb and Thompson's, single line.
					68	Cabin interlocking			
					3	Grouped levers .			
18	...	Jamnagar . . .	7	...	...	...	...	...	...
19	...	Jodhpur-Bikaner .	105	...	...	...	...	...	...
20	...	Junagad	11	...	...	...	...	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta.	308	5	73	Cabin interlocking	142	40	Winter's, single line. Does not give out a token or tablet.
					2	Winter's . .		101	Roberts' Key Staff, single line.
					1	Experimental .		1	Theobald's Train Key, single line.
21	...	Morvi	13	...	...	...	...	...	...
2	(*h*) to (*n*)	Rajputana-Malwa . .	325	113	906	Sydney Jones' . .	175	172	Tyer's Tablet, single line.
					486	Tappet . . .		3	Tyer's Three position, double line.
					32	Mackenzie and Holland's.			
					20	Dutton's. . .			
					353	Whitney's . .			
22	(*a*) & (*b*)	Rohilkund and Kumaon.	74	...	...	...	...	...	...
10	(*b*) to (*i*)	South Indian . .	288	127	54	Cabin interlocking	54	32	Winter's Ticket issuing, single line. Does not give out a token or tablet.
					10	List and Morse's .			
					18	Dutton's . .			
					44	Winter's . .		19	Theobald's Train Key, single line.
					8	Saxby and Farmer's		1	Neale's, single line.
					16	Experimental.		2	Experimental.
23	...	Udaipur-Chitorgarh. .	11	...	...	...	...	...	...
		2′ 6″ Gauge.							
25	...	Arrah-Sasaram Light .	15	...	...	...	...	...	...
27	...	Baraset-Basirhat Light .	22	...	...	...	...	...	...
28	...	Barsi Light . . .	23	...	...	...	...	...	...
29	...	Bukhtiarpore-Bihar Light	12	...	...	...	...	...	...
30	...	Champaner-Shivrajpur Light.	7	...	...	...	...	...	...
31	...	Cutch	5	...	...	...	...	...	...
32	...	Dehri-Rohtas Light. .	5	...	...	...	...	...	...
33	...	Dholpur-Bari . .	7	3	3	List and Morse's .	...	...	...
3	(*b*)	Eastern Bengal . .	12	...	...	...	...	...	...
2	(*o*) & (*p*)	Gaekwar's Dabhoi and Rajpipla.	37	...	...	...	...		...
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia, Mourbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	82	...		...	...		...
8	(*j*)	Kalka-Simla . . .	20	...	...	...	...	...	...
8	(*k*) & (*l*)	Kohat-Thal and Nowshera Durgai.	17	...	...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	8	...	...	...	...	...	...
21	...	Morvi	5	...	...	...	...	...	...
22	(*c*)	Powayan Light . .	9	...	...	...	...	...	...
39	...	Shahdara (Delhi)-Saharanpur Light.	17	...	...	...	...	...	...
40	...	Tarkessur-Magra Light	16	...	...	...	...	...	...
41	...	Tezpore-Balipara Light .	7	...	...	...	...	...	...
		2′ 0″ Gauge.							
42	...	Darjeeling-Himalayan .	10	...	...	...	...	...	...
5	(*g*)	Gwalior Light . .	30	...	...	...	...	...	...
43	...	Howrah-Amta Light .	24	...	...	...	...	...	...
44	...	Howrah-Sheakhala Light	12	...	...	...	...	...	...
45	...	Jagadhri Light . .	1	...	...	...	...	...	...
46	...	Jorhat (Provincial) . .	6	...	...	...	...	...	...
5	(*h*)	Matheran Light . .	2	...	...	...	...	...	...
47	...	Pipar Road-Bhavi Light.	3	...	...	...	...	...	...
		Total .	5,534	1,926	29,114	...	2,124	2,124	...

APPENDIX 22.

Train accidents and casualties on railways treated as one system during the calendar years 1910 and 1911.

Description.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, *i.e.*, serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others. (*Figures in italics were not passengers.*)				Number of railway servants.				Total of all classes,			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1. Collisions between passenger trains or parts of passenger trains.	3	8	1	4	4	12	...	...	1	24	...	1	1	20	...	1	2	44
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line . .	19	22	25	33	44	55	...	...	{34 *2*	35	4	2	14	21	4	2	50	56
3. Collisions between goods trains or parts of goods trains.	13	16	55	76	68	92	*1*	1	{3 *4*	...	5	7	25	12	6	8	32	12
4. Collisions between light engines . .	3	1	34	29	37	30	...	...	...	...	1	1	1	1	1	1	1	1
5. Passenger trains or parts of passenger trains leaving the rails . .	99	46	97	158	196	204	...	9	29	49	2	1	6	...	2	10	35	49
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . .	23	16	595	696	618	712	...	*1*	*1*	{2 *1*	11	5	10	3	11	6	11	6
7. Trains or engines travelling in the wrong direction through points.	11	9	97	147	108	156	...	...	23	3	...	1	4	4	...	1	27	7
8. Trains running into stations or sidings at too high a speed .	6	2	34	32	40	34	1	...	20	...	3	...	6	...	4	...	26	...
9. Trains running over cattle on the line . .	8	7	6,075	6,607	6,083	6,614	...	...	...	...	...	...	1	...	...	...	1	...
10. Trains running over obstructions on the line . .	17	14	228	184	245	198	*9*	*7*	*12*	*20*	1	...	4	15	10	7	16	35
11. Trains running through gates at level crossings .	...	1	17	23	17	24	...	...	...	...	...	...	...	1	...	...	...	1
12. The bursting of boilers of engines . .	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
13 (*a*). The bursting of tubes, etc., of engines.	1	...	256	279	257	279	...	...	...	...	...	...	1	3	...	...	1	3
Carried over ...	203	142	7,515	8,268	7,718	8,410	{1 *10*	10 *8*	110 *19*	113 *21*	27	18	73	80	38	36	202	214

APPENDIX 22—*concld.*

Train accidents and casualties on railways treated as one system during the calendar years 1910 and 1911.

Description.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, *i.e.*, serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others. (*Figures in italics were not passengers.*) Killed.		Injured.		Number of railway servants. Killed.		Injured.		Total of all classes. Killed.		Injured.	
	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Brought forward	203	142	7,515	8,268	7,718	8,410	1 *10*	10 *8*	110 *19*	113 *21*	27	18	73	80	38	36	202	214
13. The failure of machinery, springs, etc., of engines	3	...	896	928	899	928	...	...	...	...	...	...	...	1	...	...	...	1
14. The failure of tyres	1	...	3	8	4	8	...	...	...	...	...	...	...	...	...	...	...	...
15. The failure of wheels	...	...	3	40	3	40	...	...	...	...	...	...	...	...	...	...	...	...
16. The failure of axles	3	4	42	50	45	54	...	...	...	...	...	...	...	...	...	...	...	...
17. The failure of brake apparatus	1	...	10	11	11	11	...	...	...	...	...	...	1	...	...	...	1	...
18. The failure of couplings	4	4	431	538	435	542	...	...	...	1	...	...	...	1	...	...	...	2
19. The failure of tunnels, bridges, viaducts, culverts, etc.	1	...	3	3	4	3	...	...	...	...	3	...	...	...	3	...	...	...
20. Broken rails	1	1	271	193	272	194	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	23	13	145	62	168	75	*1*	...	9	...	4	1	...	2	5	1	9	2
22. Slips in cuttings or embankments	5	2	64	74	69	76	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	5	4	318	252	323	256	2	2	12	5	...	1	1	6	2	3	13	11
24. Fire at stations, or involving injury to bridges or viaducts	1	3	74	73	75	76	*1*	*1*	*3*	...	1	...	2	...	2	1	5	...
25. Other accidents	55	43	788	896	843	939	*3*	7	53 *21*	15 *5*	2	7	31	35	5	14	105	55
Total	306	216	10,563	11,396	10,869	11,612	3 *15*	12 *16*	184 *43*	134 *26*	37	27	108	125	55	55	335	285

APPEN

Number of servants of all races employed on each railway system (open lines only) and

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Number of servants employed.							
			Europeans.		Anglo-Indians.		Indians.		Total.	
Main head.	Sub-head.		1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.
1	2	3	4	5	6	7	8	9	10	11
1	(*a*) to (*h*)	Bengal-Nagpur	524	593	673	719	32,771	33,117	33,968	34,429
2	(*a*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	278	329	260	244	21,687	23,043	22,225	23,616
3	...	Eastern Bengal	*401	423	*512	561	*35,386	37,117	*36,299	38,101
4	...	East Indian	1,604	1,678	1,107	1,151	83,617	86,758	86,328	89,587
5	...	Great Indian Peninsula	1,281	1,266	1,051	1,075	75,384	76,878	77,716	79,219
6	...	Madras and Southern Mahratta	326	345	1,676	1,754	39,888	41,499	41,890	43,598
7	...	Nizam's Guaranteed State	117	118	348	354	9,829	10,248	10,294	10,720
8	...	North Western	1,292	1,272	665	710	79,833	82,796	81,790	84,778
9	...	Oudh and Rohilkhand	*284	294	*301	310	*22,923	24,336	*23,508	24,940
10	...	South Indian	242	247	1,181	1,231	23,105	23,563	24,528	25,041
11	...	Assam-Bengal	76	84	246	220	8,395	8,417	8,717	8,721
12	...	Bengal and North-Western	156	154	222	231	21,665	22,600	22,043	22,985
13	...	Bengal Dooars	6	6	4	4	1,039	1,240	1,049	1,250
14	...	Bhavnagar	...	4	...	12	...	1,680	...	1,696
15	...	Burma	199	222	692	662	20,457	19,769	21,348	20,653
16	...	Dibru-Sadiya	10	11	...	...	1,296	1,424	1,306	1,435
17	...	Gondal-Porbandar	...	2	...	11	...	1,006	...	1,019
18	...	Jamnagar	...	1	...	1	...	267	...	269
19	...	Jodhpur-Bikaner	15	15	7	8	5,130	5,931	5,152	5,954
20	...	Junagad	...	1	...	9	...	738	...	748
21	...	Morvi	1	1	1	...	490	509	492	510
2	(*h*) to (*n*)	Rajputana-Malwa	502	526	546	560	30,038	31,977	31,086	33,063
22	...	Rohilkund and Kumaon	48	56	21	19	4,709	4,600	4,778	4,675
23	...	Udaipur-Chitorgarh	2	2	...	...	366	366	368	368
25	...	Arrah-Sasaram Light	...	2	...	...	...	408	...	410
27	...	Baraset-Basirhat Light	...	...	2	2	365	376	367	378
28	...	Barsi Light	3	6	24	16	647	724	674	746
29	...	Bukhtiarpore-Bihar Light	1	1	...	...	153	162	154	163
30	...	Champaner-Shivrajpur Light	1	1	...	...	352	314	353	315
31	...	Cutch	1	1	...	...	193	168	194	169
32	...	Dehri-Rohtas Light	...	1	...	...	...	209	...	210
33	...	Dholpur-Bari	1	1	1	...	126	131	128	132
39	...	Shahdara (Delhi)-Saharanpur Light	4	4	1	1	594	566	599	571
40	...	Tarkessur-Magra Light	...	...	1	1	243	260	244	261
41	...	Tezpore-Balipara Light	2	2	1	1	187	228	190	231
42	...	Darjeeling-Himalayan	23	23	9	9	833	871	865	903
43	...	Howrah-Amta Light	5	6	*2	1	684	712	*691	719
44	...	Howrah-Sheakhala Light	...	...	...	...	88	109	88	109
45	...	Jagadhri Light	...	...	...	...	...	60	...	60
46	...	Jorhat (Provincial)	1	1	...	...	224	233	225	234
47	...	Pipar Road-Bhavi Light	...	...	...	...	44	44	44	44
		Total	7,406	7,699	9,554	9,877	5,22,741	5,45,454	5,39,701	5,63,030

* Revised figures.

DIX 23.

the amounts deposited by them in the Provident Fund at the close of the calendar year 1911.

Amount deposited in Provident Fund.						Remarks.
Number of depositors.		Amount at credit on the 31st December 1911.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
12	13	14	15	16	17	18
		Rs.	Rs.	Rs.	Rs.	
595	5,677	2,76,608	23,31,857	20,94,516	47,02,981	
2	4,382	32,032	32,64,759	19,25,624	†52,22,415	† Excludes the Provident Fund transactions of the Godhra-Rutlam-Nagda railway which are included with those of the Rajputana-Malwa railway.
191	6,622	55,598	23,82,500	20,25,061	44,63,159	
7,658	14,279	‡	‡	‡	1,87,14,680	‡ Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
1	10,096	630	1,55,45,197	§	1,55,45,827	§ The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
...	10,121	...	43,36,991	29,23,433	72,60,424	
...	2,063	...	10,13,130	9,38,971	19,52,101	
791	13,443	1,78,874	56,72,437	50,07,488	1,08,58,799	
205	3,679	49,100	16,18,138	13,99,669	30,66,907	
85	5,765	58,653	23,19,943	20,43,316	44,21,912	
56	1,702	6,780	6,19,175	4,01,667	10,27,622	
16	2,809	97,800	13,82,279	13,09,540	27,89,619	
...	164	...	79,232	41,441	1,20,673	
107	234	21,780	1,12,436	90,079	2,24,295	
...	3,608	...	17,86,006	15,24,414	33,10,420	
...	...	...	...	...	...	
17	196	12,510	60,587	49,442	1,22,539	
12	34	1,191	9,215	8,475	18,881	
56	714	10,167	1,65,698	1,49,807	3,25,672	
20	116	4,702	26,397	21,753	53,352	
...	109	...	26,808	2,487	29,295	
716	4,408	1,71,196	27,16,703	25,00,356	‖ 53,88,255	‖ Includes the Provident Fund transactions of the Godhra-Rutlam-Nagda railway.
7	749	3,259	3,03,617	2,85,936	5,92,812	
...	42	...	12,761	12,031	24,792	
...	37	...	785	579	1,364	
...	64	...	3,541	7,329	10,870	
...	...	...	...	...	...	
...	29	...	2,229	2,647	4,876	
1	...	334	...	334	668	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	103	...	16,682	12,971	29,65	
...	80	...	7,984	2,995	10,979	
...	...	...	...	...	...	
...	177	...	1,46,019	1,99,365	3,45,384	
...	152	...	29,952	22,392	52,344	
...	19	...	1,000	6,004	7,004	
...	...	...	...	...	...	
8	33	1,312	12,652	7,060	21,024	
..	...	...	...	...	...	
10,541	91,706	9,82,526	4,60,07,210	2,50,17,182	9,07,21,598	

APPENDIX 24.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1911.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Corps.	Enrolled Strength.					Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including those on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur—								
		First and Second Battalions, Bengal-Nagpur Railway Volunteer Rifles	40	111	976	14	1,141	1,312	10	
2	(*a*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India—								
		First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	23	79	461	16	579	573	4	
3	...	Eastern Bengal—								
		Eastern Bengal Railway Volunteer Rifles	22	77	838	11	948	984	5	
4	...	East Indian—								
		East Indian Railway Volunteer Rifles	75	200	2,098	22	2,395	2,829	18	
5	...	Great Indian Peninsula—								
		First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles	54	226	1,307	49	1,636	2,336	12	
6	...	Madras and Southern Mahratta—								
		First and Second Battalions, Madras and Southern Mahratta Railway Volunteer Rifles ...	46	214	1,631	26	1,917	2,099	17	
7	...	Nizam's Guaranteed State—								
		Hyderabad Volunteer Rifles ...	9	32	216	28	285	472	2	
8	...	North Western—								
		North Western Railway Volunteer Rifles	40	123	1,410	25	1,598	1,982	12	
9	...	Oudh and Rohilkhand —								
		Oudh and Rohilkhand Railway Volunteer Rifles	26	77	429	16	548	604	3	
		United Provinces Horse, Oudh Squadron	2	...	1	...	3		...	
10	...	South Indian—								
		South Indian Railway Volunteer Rifles	28	79	1,066	24	1,197	1,478	9	
11	...	Assam-Bengal—								
		Assam-Bengal Railway Volunteer Rifles	20	30	261	...	311	304	3	
12	...	Bengal and North-Western—								
		Bengal and North-Western Railway Volunteer Rifles ...	19	45	317	9	390	385	4	
		United Provinces Horse, Gorakhpur Squadron	4	6	24	3	37		1	
		Carried over ...	408	1,299	11,035	243	12,985	15,358	100	

APPENDIX 24.—*concld.*

Number of men enrolled in Railway Volunteer Corps on the 31st December 1911.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Corps.	Enrolled Strength.					Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including those on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
		Brought forward ...	408	1,299	11,035	243	12,985	15,358	100	
13	...	Bengal Dooars—								
		Northern Bengal Mounted Rifles C. and G. Squadron ...	...	...	3	...	3	10	...	
14	...	Bhavnagar—								
		First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	...	1	5	...	6	16	1	
15	...	Burma—								
		Burma Railways Volunteer Corps	33	80	632	35	780	884	9	
17	...	Gondal-Porbandar—								
		First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	...	2	9	...	11	13	...	
19	...	Jodhpur-Bikaner—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	...	1	13	...	14	23	...	
20	...	Junagad—								
		First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	...	3	5	...	8	10	...	
2	(*h*) to (*n*)	Rajputana-Malwa—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	28	102	593	7	730	1,086	9	
22	...	Rohilkund and Kumaon—								
		Bengal and North-Western Railway Volunteer Rifles	3	7	56	...	66	75	...	
23	...	Udaipur-Chitorgarh—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...	...	1	...	...	1	2	...	
39	...	Shahdara (Delhi)-Saharanpur—								
		North Western Railway Volunteer Rifles	...	...	2	...	2	5	...	
30	...	Champaner-Shivrajpur—								
		Great Indian Peninsula Railway Volunteer Rifles	1	...	...	...	1	1	...	
40	...	Tarkessur-Magra								
		East Indian Railway Volunteer Rifles	...	...	1	...	1	1	...	
42	...	Darjeeling-Himalayan—								
		Northern Bengal Mounted Rifles, "A" and "B" Troops ...	2	1	21	...	24	32	1	
		Total ...	475	1,497	12,375	285	14,632	17,516	120	

APPENDIX 25.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the calendar year 1911.

Classification No. of Railway (Detailed in "Index" to Appendix 9).		Railway system.	Number of Subordinate officers of (*i*) Government and (*ii*) Railway Police.	Number of (*i*) Government Constables and (*ii*) Railway Watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the Railway Administration.		Remarks.
Main head.	Sub-head.				Supervision.	(*i*) Government Constables and (*ii*) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur . .	56	974	52,076	75,960	9,428	1,37,464	54·00	0·02	
2	(*a*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	107	737	27,361	78,388	13,574	1,19,323	98·89	0·02	
3	...	Eastern Bengal .	139	1,120	1,007	79,249	1,079	81,335	50·90	0·01	
4	...	East Indian . .	133	2,590	98,007	2,10,862	59,077	3,67,946	143·37	0·02	
5	(*a*) to (*f*).	Great Indian Peninsula	34	1,599	73,668	1,56,715	27,843	2,58,226	88·98	0·01	
6	...	Madras and Southern Mahratta.	51	1,859	50,931	2,05,559	25,512	2,82,002	90·02	0·03	
7	...	Nizam's Guaranteed State.	10	418	26,340	55,037	3,591	84,968	118·00	0·03	
8	...	North Western .	...	2,104	...	2,30,029	1,081	2,31,110	47·00	0·01	
9	...	Oudh and Rohilkhand	...	494	—1,940*	43,546	3,898	45,004	29·43	0·01	*Due to adjustments.
10	...	South Indian . .	...	430	...	1,88,078	...	1,88,078	110·98	0·02	
11	...	Assam-Bengal . .	12	315	22,043	23,418	5,666	51,127	64·73	0·03	
12	...	Bengal and North-Western.	51	683	7,056	77,059	1,251	85,366	44·00	0·01	
13	...	Bengal Doears . .	...	12	...	1,129	...	1,129	7·38	...	
14	...	Bhavnagar . . .	10	40	7,223	4,697	2,066	13,986	78·23	0·03	
15	...	Burma . . .	57	559	61,620	78,835	8,130	1,48,585	97·19	0·02	
16	...	Dibru-Sadiya . .	1	11	218	365	6	589	6·44	0·02	
17	...	Gondal-Porbandar .	12	22	6,455	4,261	2,051	12,767	65·73	0·03	
18	...	Jamnagar . . .	1	9	...	...	...	4,369	80·58	0·06	
19	...	Jodhpur-Bikaner .	3	54	2,892	5,700	138	8,730	8·05	...	
2	(*h*) to (*n*).	Rajputana-Malwa .	141	1,276	56,828	1,13,528	9,498	1,79,854	81·47	0·02	
21	...	Morvi	6	14	2,296	1,732	1,396	5,424	58·43	0·03	
22	...	Rohilkund and Kumaon	10	230	1,524	17,140	1,505	20,169	43·88	0·02	
28	...	Barsi Light . . .	...	35	286	1,922	281	2,489	21·47	0·02	
30	...	Champaner-Shivrajpur Light.	...	1	...	123	...	123	7·23	...	
33	...	Dholpur-Bari . .	...	9	...	475	2	477	24·31	0·03	
45	...	Jagadhri Light . .	...	4	...	231	...	231	69·77	0·04	

APPENDIX 26.

Transactions of the Fine Funds for the calendar year 1911.

Classification No. of Railway. (Detailed in "Index" to Appendix 9.)		Railway system.	Assets.				Disbursements.						Balance on 31st December 1911.
Main head.	Sub-head.		Balance on 31st December 1910. (*Revised.*)	Fines and bonus forfeited during 1911.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur .	46,217	16,978	1,212	64,407	...	...	3,299	3,596	10,379	17,274	47,133
2	(*a*) (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India .	3,105	8,775	...	11,880	150	438	846	1,840	2,750	6,024	5,856
3	...	Eastern Bengal . .	3,248	15,129	55	18,432	...	190	3,831	9,194	4,382	17,597	835
4	...	East Indian . .	69,737	29,420	1,504	1,00,661	...	200	2,772	5,006	31,116	39,094	61,567
5	...	Great Indian Peninsula	233	18,960	1,146	20,339	...	3,570	749	5,659	8,364	18,342	1,997
6	...	Madras and Southern Mahratta . . .	25,695	9,312	604	35,611	...	1,919	686	2,364	4,734	9,703	25,908
7	...	Nizam's Guaranteed State . . .	18,195	3,008	854	22,057	...	...	...	...	1,071	1,071	20,986
8	...	North Western . .	35,369	23,093	1,176	59,638	582	732	9,489	15,129	6,036	31,968	27,670
9	...	Oudh and Rohilkhand	18,918	13,414	550	32,882	...	...	453	3,256	4,522	8,231	24,651
10	...	South Indian . .	1,22,388	4,780	4,043	1,31,211	50	939	675	7,596	19,107	28,367	1,02,844
11	...	Assam-Bengal . .	11,038	7,566	...	18,604	...	324	3,200	2,074	3,307	8,905	9,699
12	...	Bengal and North-Western . . .	1,47,661	24,000	3,947	1,75,608	100	587	1,712	3,414	4,728	10,541	1,65,067
13	...	Bengal Dooars . .	2,271	2,458	65	4,794	...	...	90	278	10	378	4,416
14	...	Bhavnagar . .	*2,173	170	...	2,343	...	...	...	100	1	101	2,242
15	...	Burma . . .	204	16,096	...	16,300	...	...	3,036	7,058	4,851	14,945	1,355
17	...	Gondal-Porbandar .	*2,151	...	...	2,151	...	...	40	...	...	40	2,111
18	...	Jamnagar . .	*388	40	9	437	...	...	...	...	...	...	437
19	...	Jodhpur-Bikaner .	11,975	4,023	332	16,330	240	...	609	1,563	...	2,412	13,918
20	...	Junagad . . .	*676	65	...	741	...	...	...	...	...	...	741
21	...	Morvi . . .	1,015	128	...	1,143	...	...	153	...	...	153	990
2	(*b*) &(*h*) to (*n*)	Rajputana-Malwa .	297	8,312	11	8,620	100	151	6,251	205	1,022	7,729	891
22	...	Rohilkund and Kumaon	44,857	3,904	2,381	51,142	...	...	...	...	932	932	50,210
23	...	Udaipur-Chitorgarh .	587	45	...	632	...	...	...	...	...	...	632
33	...	Dholpur-Bari . .	15	9	...	24	...	...	...	...	...	...	24
40	...	Tarkessur-Magra Light . . .	...	36	...	36	36	...	...	...	...	36	...
41	...	Tezpore-Balipara Light	2	26	...	28	...	...	19	...	...	19	9
42	...	Darjeeling-Himalayan	266	279	...	545	...	...	...	100	132	232	313
45	...	Jagadhri Light . .	...	1	...	1	...	...	...	...	...	...	1
46	...	Jorhat (Provincial) .	488	178	15	681	...	...	...	...	137	137	544

* Balance on 31st March 1911, the date on which the Bhavnagar-Gondal-Junagad-Porbandar railway *system*, of which these lines formed a part, was disintegrated.

APPEN

Railway and Railway-aided schools at

Classification No. of Railway (Detailed in "Index" to Appendix 9.)		Railway system.		Railway				
					Attendance.			
				Number of schools.	Children.		Apprentices and workmen.	
Main head.	Sub-head.				Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.
1	2	3		4	5	6	7	8
1	...	Bengal-Nagpur	European	8	432	364	...	...
			Indian	14	679	542	863	275
2	(*a*)to (*c*)& (*o*) & (*p*)	Bombay, Baroda and Central India	European	3	114	95	2	2
3	...	Eastern Bengal	European	...	...	...	...	...
			Indian	6	124	108	385	160
4	...	East Indian	European	24	871	786	92	79
			Indian	69	3,090	2,274	3,495	1,258
5	(*a*) to (*f*)	Great Indian Peninsula	European	7	389	302	...	...
			Indian	...	...	...	...	...
6	...	Madras and Southern Mahratta	European	17	805	640	...	...
			Indian	4	308	242	76	22
7	(*a*) & (*b*)	Nizam's Guaranteed State	European	1	47	39	...	...
			Indian	1	52	39	...	...
8	...	North Western	European	2	80	63	25	21
			Indian	27	94	78	2,699	696
9	...	Oudh and Rohilkhand	European	5	53	39	28	26
			Indian	4	8	7	140	23
10	(*a*)	South Indian	European	2	86	67	...	...
11	...	Assam-Bengal	Indian	...	...	...	...	...
12	...	Bengal and North-Western	European	2	55	47	...	...
			Indian	...	...	...	...	...
13	...	Bengal Dooars	Indian	...	...	...	...	...
14	...	Bhavnagar	Indian	1	21	21	...	...
15	...	Burma	European	3	126	107	13	11
			Indian	2	183	164	18	16
16	...	Dibru-Sadiya	Indian	1	72	62	...	...
17	...	Gondal-Porbandar	Indian	1	56	52	...	...
19	...	Jodhpur-Bikaner	Indian	2	46	38	...	...
7	(*c*)	Hyderabad-Godavari Valley	European	3	109	89	...	...
			Indian	2	84	61	2	1
21	...	Morvi	Indian	1	24	18	...	...
2	(*h*) to (*n*)	Rajputana-Malwa	European	7	126	105	109	96
			Indian	6	288	213	56	76
10	(*b*) to (*i*)	South Indian	European	4	257	190	25	23
28	...	Barsi Light	European	...	...	...	...	...
			Indian	...	...	...	...	...
41	...	Tezpur-Balipara Light	Indian	1	...	...	22	3
			Total ...	230	8,679	6,832	8,280	2,788

DIX 27.

the close of the calendar year 1911.

SCHOOLS.									RAILWAY AIDED SCHOOLS.						
INCOME.										AVERAGE DAILY ATTENDANCE.		RAILWAY GRANT.			
Balance of funds in hand at the close of the year 1910.	Government grant.	Railway grant. From Revenue.	Railway grant. From the Fine Fund.	School fees.	Miscellaneous receipts.	Total income.	Total expenditure.	Balance in hand at the close of the year 1911.	Number of schools.	Children.	Apprentices and workmen.	From Revenue.	From the Fine Fund.	Total	REMARKS.
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	
9,065	10,125	10,056	854	11,490	3,731	45,321	32,868	12,453	4	400	...	1,148	...	1,148	
3,882	3,434	7,290	2,445	4,133	1,040	22,224	14,601	7,623	...	...	...	...	...	...	
2,127	1,595	4,383	846	1,946	57	10,954	8,188	2,766	22	80	...	4,294	...	4,294	
...	...	...	...	...	...	...	...	...	5	113	...	2,474	2,642	5,116	
...	...	1,710	...	...	...	1,710	1,710	...	15	787	...	1,189	1,189	2,378	
22,200	22,404	25,581	...	97,329	22,219	1,89,733	1,67,208	22,525	8	338	...	2,692	...	2,692	
10,774	6,556	4,498	2,454	14,691	3,961	42,674	28,812	14,062	2	441	...	...	318	318	
...	5,349	32,528	749	3,037	1,206	42,869	42,869	...	15	332	...	6,374	...	6,374	
...	...	...	...	...	...	...	...	...	7	346	...	1,391	...	1,391	
...	9,729	26,726	30	7,324	671	44,480	44,480	..	13	138	...	3,303	656	3,959	
...	531	2,811	...	788	...	4,130	4,130	...	2	122	...	360	...	360	
...	...	984	...	274	...	1,258	984	274	...	...	...	...	...	...	
...	...	165	...	56	...	221	171	50	...	...	...	...	...	...	
2,598	2,348	3,133	667	529	183	9,458	6,118	3,340	22	679	...	27,836	7,965	35,801	
201	...	7,945	89	95	3	8,333	6,570	1,763	6	245	4	3,610	768	4,378	
239	1,008	2,829	353	1,291	...	5,820	5,254	566	20	208	...	9,505	100	9,605	
...	...	808	...	...	...	808	808	...	4	239	...	2,019	...	2,019	
33	1,370	4,925	88	...	65	6,481	6,478	3	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	5	105	...	...	3,200	3,200	
3,237	1,254	1,280	1,712	1,223	...	8,706	4,993	3,713	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	2	95	...	324	...	324	
...	...	...	...	...	...	...	...	...	1	20	...	390	90	480	
27	...	165	...	38	...	230	180	50	...	...	..	...	...	...	
506	2,803	1,181	723	2,685	...	7,898	5,981	1,917	23	49	...	421	421	842	
2,973	4,172	684	1,486	2,330	...	11,645	8,600	3,045	21	51	...	406	406	812	
...	...	360	...	585	623	1,568	1,568	...	...	...	...	...	...	...	
...	...	624	40	186	...	850	768	82	...	...	...	...	...	...	
...	...	...	609	...	...	609	609	...	...	...	...	...	...	...	
...	...	3,073	...	804	...	3,877	3,044	833	3	250	...	506	...	506	
...	...	1,275	...	148	...	1,423	1,299	124	8	612	...	813	...	813	
...	...	...	153	...	...	153	153	...	...	...	...	...	...	...	
733	3,640	3,804	4,588	3,451	809	17,025	15,564	1,461	35	151	...	9,192	60	9,252	
362	960	770	1,578	2,265	32	5,967	5,704	263	1	111	...	784	25	809	
1,443	1,620	8,714	227	1,432	...	13,466	11,473	1,993	1	54	...	...	360	360	
...	...	...	...	...	...	...	...	...	} 1	{ 7	...	...	} 30	30	
...	...	...	...	...	...	...	...	...		{ 14	...	...			
...	...	34	19	...	...	53	53	...	...	...	...	...	...	...	
60,400	78,898	1,58,366	19,710	1,58,230	34,540	5,10,144	4,31,238	78,906	246	5,987	4	79,031	18,230	97,261	

APPENDIX 28.

No. 105 R. P. of 1910.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 23rd June 1910.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The opportunity has been taken to consolidate the existing orders on the subject, and the terms offered have been made considerably more liberal in several respects.

2. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

(i) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(ii) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(iii) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge including land permanently or temporarily required for quarrying ballast, for brickfields and similar purposes.

(iv) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made by the Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

(v) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(vi) Railway materials for the construction of the branch line will be carried over State railways at the special rates charged for similar materials belonging to State railways.

(vii) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest on capital expenditure, or of a rebate to the branch line company from the net earnings of the main line

APPENDIX 28—*contd.*

from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State ; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line :

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital a fixed minimum dividend of 3½ per cent on the actual capital expenditure on the railway to the end of the year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company in excess of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each calendar year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the actual expenditure charged to the capital account of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(viii) No concession will be granted with the form of assistance referred to in condition (vii) (*a*) above, until terms for the construction and working of the proposed branch line by the main line administration have been arranged to the satisfaction of the Government of India. If, in the case of a concession granted with the form of assistance referred to in condition (vii) (*b*), it be intended by the Branch Line Co. to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(ix) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(x) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without

APPENDIX 28—*contd.*

the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(xi) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(xii) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (ii) and (ix) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.

(xiii) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

(xiv) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows:

(*a*) if the branch line company works its own line, as part of the working expenses of the line:

(*b*) if the company's line is worked by the main line administration:

(1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the capital expenditure, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:

(2) when the net earnings exceed 5 per cent on the capital expenditure, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(xv) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding $7\frac{1}{2}$ per cent per annum on the capital cost of the said buildings and quarters.

(xvi) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(xvii) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.

(xviii) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof, shall be met by the branch line company, in addition to the percentage of earnings payable to the main line

APPENDIX 28—*contd.*

as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(xix) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(xx) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

3. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters for information as regards existing surveys, or for new surveys—*vide* paragraph 2 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, Eastern Bengal and Assam, the United Provinces of Agra and Oudh and the Punjab, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore.
The Honourable the Chief Commissioners of the Central Provinces and Coorg.
The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Public Works Department.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Rangoon and Chittagong Chambers of Commerce.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

R. C. F. VOLKERS,
Secretary to the Railway Board.

Documents accompanying.

Enclosure No. I. Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendices A, B and C.

Enclosure No. II. Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

APPENDIX 28—*contd.*

Enclosure No. I (with Form A and Appendices A, B and C) to Government of India resolution No. 105 R. P. of 1910.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

APPENDIX 28—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix B*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	*Reference to an Appendix* (vide *Appendix C*) *may be here given if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 28—*contd.*

Appendix A.

Alignment of proposed branch railway.

From_____to_____

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or Provinces.

APPENDIX 28—*contd.*

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...

	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...

Parcels and luggage—

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special class	...	...
X class (Explosives, including dangerous goods)	...	...

APPENDIX 28—*contd.*

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing Railway Administration under which the projected branch railway is to be worked; but when completed, it is proposed to offer the working to the_____Railway Company on the following terms :—

(i)_____

(ii)_____

(iii) etc._____

APPENDIX 28—*contd.*

Or

It has been provisionally arranged with the _____ Railway Company to work the projected branch railway, when completed, on the following terms:—

(i)_____

(ii)_____

(iii), etc._____

APPENDIX 28—*concld.*

Enclosure No. II to Government of India resolution No. 105 R. P. of 1910.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out by the Railway Board.

1. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

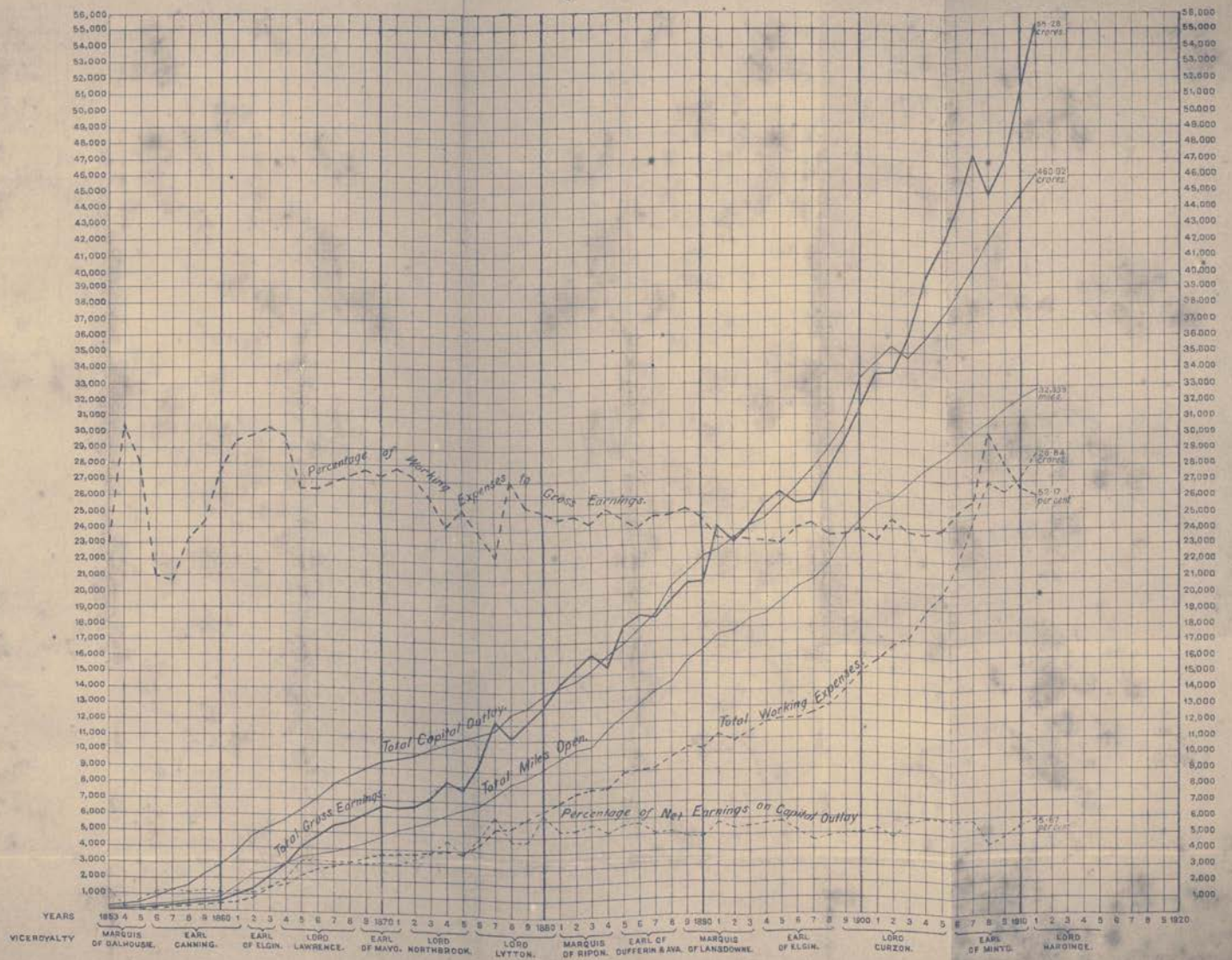
(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

G. C. B P., Simla.—No. 1 R. A. R.—22-6-12—1,925.—I.D.

INDIAN RAILWAYS.

DIAGRAM SHOWING, FOR EACH YEAR, THE TOTALS UP TO 31st DECEMBER 1911 FOR CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES, MILES OPEN, PERCENTAGE OF NET EARNINGS ON CAPITAL OUTLAY AND PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS.



NOTE.

The figures on this scale represent lakhs for the Capital Outlay, tens of thousands for Gross Earnings and Working Expenses, and Miles for Open mileage.

In the case of Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings, each square represents one and two per cent, respectively.

The "Total Capital Outlay" is that on all Indian railways, viz., (i) open, (ii) partly or wholly under construction, and (iii) on miscellaneous items; while for the purposes of the "Percentage of Net Earnings on Capital Outlay" (i) alone is reckoned.

[The decrease in the Total Capital Outlay in 1903 is due to revision of the outlay hitherto adopted for lines purchased by the State from Guaranteed Ry. Companies.]

Ry. Bd. 13. 5. 12-2100

MARCH 1912
MAP
of
Railway Systems
in
INDIA
Burmah
and
Ceylon
Exhibited by Government at the Franco-British Exposition LONDON 1908.
Issued by the Railway Board with the Administration Report on Railways.
COPYRIGHT REGISTERED.
GAUGES OF RAILWAYS:—
Broad 5'6" Metre 3'3⅜" Narrow 2'6" & 2'0"
Transhipping Junction where Gauges differ.
Each Railway is drawn in a distinctive colour.
Through, Terminal or Via Junction where colours differ.
Numbers between Stations are the distances in miles.
Large figures in blue are Block Numbers for Index.
Railways under construction
Roadways
Sea Services
SCALE 80 MILES = 1 INCH.
Sanctioned for use in Schools by the Governments of Bengal, Bombay, Madras, Punjab and Central Provinces.
In use with the Police, & Military Depts and on all Railways.
Proprietor J. H. TROTT BENGAL NAGPUR RY CALCUTTA
NORTH-WESTERN Ry
SOUTHERN PUNJAB Ry
OUDH & ROHILKHAND RAILWAY
ROHILKHAND AND KUMAUN Ry
BENGAL DOGARS Ry
TEZPUR-BALIPARA Ry
EASTERN BENGAL Ry
ASSAM-BENGAL Ry
BENGAL-NAGPUR Ry
BOMBAY BARODA AND CENTRAL INDIA Ry
GREAT INDIAN PENINSULA Ry
NIZAM'S GUARANTEED STATE Ry
MADRAS AND SOUTHERN MAHRATTA Ry
SOUTH INDIAN Ry
CEYLON Ry
BAY OF BENGAL
INDIAN OCEAN
BOMBAY
CALCUTTA
MADRAS
CAWNPORE
AGRA
BENGAL COAL FIELDS
RIVER SERVICES IN BENGAL
Connected with Railways
I.G.R.—India General and River Steam Navigation
C.S.N.—Calcutta Steam Navigation Company.
PROVINCES AND RAILWAYS
INDIAN OCEAN
AFRICA
AUSTRALIA
ASIA
EUROPE
AFGHANISTAN
KASHMIR
NEPAL
CENTRAL PROVINCES
NIZAM'S DOMINIONS
BAY OF BENGAL
CEYLON
Share copies of this Map, can be had of the Proprietor J. H. Trott, B. N. Ry, Calcutta

INDIA
SHOWING RAILWAYS
Open and under construction on 31-3-12.
REFERENCES
JHARIA & RANEEGUNGE COAL FIELDS
BOMBAY
CALCUTTA
MADRAS
CEYLON
AGRA
CAWNPORE JR.
CITY
CANTONMENT
BAY OF BENGAL
ARABIAN SEA
BALUCHISTAN AGENCY
RAJPUTANA AGENCY
CENTRAL INDIA AGENCY
CENTRAL PROVINCES
ORISSA
BIHAR
BENGAL
BURMA
SIAM
CHINA
BHUTAN
NEPAL
TIBET
AFGHANISTAN
ANDAMAN ISLANDS
CEYLON
Gulf of Cutch
Gulf of Mannar
Gulf of Manaar
Gulf of Mantaban
Lakhadive Islands
Nicobar Islands

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on 01 February, 2020